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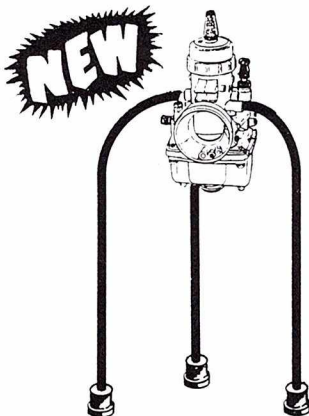


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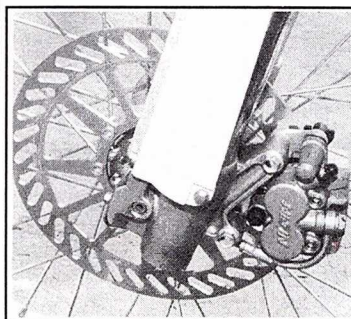
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March 1991
Volume 21 Number 3

Paul Clipper
Owner/Operator

Jim Mack
Artist

Kevin Hines
Turning Japanese

Dan Anderson
Midwest Editor

Wally Tunison
Bicycle Editor

Sidney Dickson
Steve Tower

Perry Hodges
Hank Stankiewicz
Allan Fredrickson

Contributors

Murray Watt
Friend of the Family

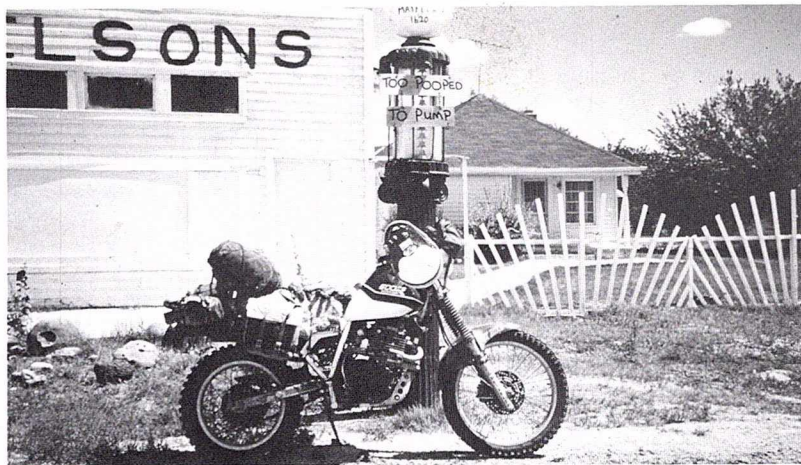
Nancy Clipper
Accounts Manager

Editorial Address
P.O. Box 129
Medford, NJ 08055
(609)953-7805

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*The advertising deadline
for the May issue is
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On the cover: Jack Lafferty Jr., without a doubt one of the winningest riders the ECEA has ever seen. Jack's won the Championship on Huskys, Yamahas, and last year he gave it his best shot on a KTM. He didn't get it, but he came very, very close. Watch him this year!



Sidney Dickson wears out his XL.

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Sidney crosses America again

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Warning: It's a given fact that off-road motorcycle riding can be dangerous, especially if you ride like an imbecile. Still, it's no more hazardous than joining the armed forces and getting sucked into a battle of egos over a few oil refineries in a land where status symbols include gold-plated toilets and Mercedes Benzes. Given the chance, I'd rather have a Honda in my garage than a Stinger missile, and I'd bet most of the guys in Saudi would, too.

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THE FINAL STEP UP



WELCOME TO '91

By Paul Clipper

Even though you're reading this during the second or third month of this fine new year, I'm only writing it in the first couple weeks of January. I spent the final months of the old year busy as a one-legged tap dancer, and this is the first time I've actually gotten to the point where I want to sit down and say "Happy new year!" to everybody fanatical enough to be sitting here reading this.

Like there's anything else to do, right? The weather's probably crummy outside; I know it is here now. To be honest, November and December of last year were both so mild that I spent every free moment in pursuit of recreation, and as a result got a ton of riding and mountain biking in before winter finally came crashing down. And it's here now. Outside there's a couple inches of snow on the ground, 34 degrees, and rain drizzling down—just the kind of weather that makes you dread winter coming.

It's even too damp and nasty to work in the garage. I could probably go out and get a space heater and fire it up in there, but to tell you the truth, they've always scared me to death. I've known too many garage/heater accidents to really get comfortable with the idea. One of my friends dropped a full gas tank he'd just removed from his bike, and spilled gas all across his garage, right into the pilot light of his gas clothes dryer. The only funny part about it was that his dad was the fire chief; but he did lose an awful lot of motorcycle parts and gear in the ensuing blaze. Lost a good bit of the garage, too.

So instead I'll stay down here in the cave and reflect on the past season, and the one to come. Last year I said I was going to concentrate on having fun and let the business worry about itself. To a large extent, I did just that, and I'm pretty happy with the result. There was a trip out to California for some riding, another trip to Colorado, for the first time. I also finally learned how to ride a bicycle, which helped me finally shed 25 extra pounds I had accumulated in the past two years, and put me into a shape I've never been in before.

It's very strange, being healthy and in shape. I've never been here before, and I can't believe that doing it on an off-road bicycle could be so much fun. It wasn't at first...actually, it hurt like hell, but no more. Now it just feels good. I guess Kevin Hines was right about bicycling being the best training; he's taught me a lot, as it turns out, but I still can't ride a motorcycle any faster!

Actually, Mark Jenks is working on a story about how mountain bike riding and off-road motorcycling tie in, and the training benefits available. It should make for good reading. I know, I know; a lot of you don't see the point... "This is a motorcycle magazine, not a push-bike book! Get wioth the program, Clipper!" but you know how it is when you find something new. So to even out the score, we're now working on getting together funding to start another publication here at *Trail Rider*; and you guessed it, a mountain bike magazine, tentatively called *Sport Cycle*. If the idea interests you, please write to us and let us know. We're treading on scary

I need is photos (very important), results and some sort of story, even if it's just about the weather. It's not that hard to do—look at me; I do this because I'm too lazy to work for a living! Those who helped out last year have our sincere and heartfelt thanks, there's no way we can do it without you. Now we need more, okay?

Actually, that's why we aren't "national" in scope, even though *Trail Rider* is sold all across the country. There's not enough writers out there! We have one excellent, steady freelance outside of this area, and where is he? Iowa! Can you imagine that? Dan Anderson, stares at, drives around, and plows through corn fields

every day, and at night he writes about motorcycles. He is a true enthusiast, a fanatic to the *nth* degree, and we're going to use a lot more of his material this year. He's our kind of people; and there's a lot more of you out there. C'mon, stand up and be recognized! Let's make this a neat magazine!

Okay, what about this year...it doesn't look like any of the motorcycle manufacturer's are going to have a gala introduction of their new machines (what about the KDX250? or the Yamaha 200 or 500?) so I guess we won't travel to California. We'll be in Cincinnati for the dealer show again, but that's probably over with when you read this. We've got a plan going to ride in Mexico with Les French and a few friends, but I don't know if that's going to get together yet, and we also have embryonic plans to put on the first ever *Trail Rider* Dual Sport ride...but, that again, is still being planned so I can't give you a date. Keep an eye on the news columns.

We definitely plan to get out to Colorado again this year, if possible, and somehow, some way, finding the bucks to get to the ISDE in Czechoslovakia this year. I was there in 1982, before the Iron Curtain got some major holes ripped in it, and I'm dying to go back and see if it's any different.

Looks like a lot of commitment to "foreign" travel doesn't it? Well, hey, it's an interesting world out there, and one that deserves to be ridden. I'll still be at as many of the NETRA events as humanly possible, and the same goes for the ECEA enduros. Both of these racing organizations are a big, big part of *TR*, and we'll be supporting all the local events as feverishly as ever. Again, don't be afraid to help us out.

So to you and yours, we wish a happy new year, belated though it may be, and offer thanks for all the support you've offered *Trail Rider* for the past year. We wouldn't be doing this if we didn't love it; and we're looking forward to getting started again this spring!



(Clipper, circa 1989; the fat years. Photo by Bill "Burrito" Berroth)

ground here—investing a lot of money in shaky times—any and all feedback will be greatly appreciated.

If we do come out with this fine new magazine (in addition to *Trail Rider*, not in place of), we're going to be looking for some real, paid help around here. So...if you're computer literate (MS-DOS), can write facts or fiction without anguish, and can not get two-wheeled vehicles out of your bloodstream, get in touch with us. It may be the start of a beautiful relationship.

What else did we do last year...well, we once again missed all the turkey runs we wanted to hit. Why is there such a short riding season in New England? Why do all the enduros and hare scrambles conflict with the turkey runs? In 1991 we make a pledge: if I do nothing else, I want to ride Jeff's Turkey Run one more time! I've said it every year since the first time, and this year...maybe I'll follow through.

I want to get more coverage of the other New England events, too. Hey guys, I'll pay for it—all

'91 NY HARE SCRAMBLES

The New York State Hare Scrambles Series is starting off its second (or is this the third?) season, with ten events filling out their calendar. The season officially starts on May 12, with a race at Sauquoit Valley. For more information on the series, contact Gary Socia at (315)635-3396.

KDX200 WINNER

As mentioned in the Chilly Chili story last month, the Pilgrim Sands Trail Riders were actively raffling a brand-new 1990 Kawasaki KDX200 at the event; indeed, they'd been selling tickets for it all summer. The bike had been prepped and on display during that time at Brockton Cycle, in Brockton, Mass. Well, on the day of the event, the PSTR members drew one lucky name, and the KDX is now the property of Charles Kay of Saugus, Massachusetts. Proceeds from the raffle were earmarked for expenses incurred in creating and maintaining the Myles Standish trails that the club had been working on, so it was for a great cause.

FROZEN ENDURO

Get it together quickly, and you may have time to enter the Snow Run enduro, happening on the 24th of this month. It usually lives up to its name, and if the conditions are right the snow covers the rocks and you get wonderful, rock-free riding; a very unusual thing in northern Connecticut. The start of the event is in Stafford Springs, CT, and Trelleborg. Friction Spikes are highly recommended. Either that of automotive studs; but don't try to enter with sheet metal screws in your tires—they're illegal. For precise directions, call the NETRA office at (203)875-5757.

MOUNTAIN WEEKEND

Our old friend Dave Bucher called up and let us know that this year will see the sixth running of his Mountain Bike Weekend off-road bicycle festival. Dave used to be a sales rep for a number of off-road accessory companies, and now he runs his own business promoting street bike tours and the Mountain Bike Weekend.

Basically, it's just a gathering of mountain bike riders at Mauch Chunk Lake Park, outside of Jim Thorpe, Pennsylvania, for organized trail riding and a number of fun field-day type events. There's also a bicycle swap meet, demo rides of new bikes, and a five-mile parade through town. The most interesting part is that there's no racing involved in the program, but it's still very successful—over 400 riders attended last year. The dates are June 14-16, and for more information contact MBW '91, 634 Spruce Street, Lititz PA 17543.

NAMES AND ADDRESSES

New England Trail Rider Association (NETRA) P.O. Box 478 Ellington, CT 06029 (203)875-5757	Route 7, Box 459 Morgantown, WV 26505 (304)594-1157
East Coast Enduro Association (ECEA) 1380 Route 70 Browns Mills, NJ 08015 (609)893-7294	North Carolina H.S. Series P.O. Box 338 Fayetteville, NC 28302 (919)867-5219
Virginia Championship Hare Scrambles Series (VCHSS) 114 Holloway Drive Smithfield, VA 23430 (804)255-4620	American Motorcyclist Assn. P.O. Box 6114 Westerville, OH 43081-6114 (614)891-2425
Pennsylvania Trail Riders Association (PATRA) Box 77 Thomasville, PA 17364	Southeastern Enduro and Trail Riders Association (SETRA) P.O. Box 1935 Roswell, GA 30077-1935 (404)532-6832
Potomac Motocross P.O. Box 156 Budds Creek, MD 20650 (301)475-2000	New York Hare Scrambles Series (315)682-8017
Racer Productions (AMA GNCC Series)	District 4 Enduro Comm. (NY) 568 Whittier Road Spencerport, NY 14559 (716)594-0384
	District 6 Sports Association P.O. Box 554 Lebanon, PA 17042 (717)272-6896

local charities. It sounds too good to be true! Unfortunately, it conflicts with the annual NETRA Snow Run, so you have a choice—you can either ride a snow enduro in Connecticut, or come down and ride a street-legal bike in the South Jersey hardwoods.

Sign-up begins at 7:30 A.M., at the Maurice-town Gun Club, four miles outside of Maurice-town, start of the Beehive enduro. The start will be arrowed from Route 47, without a doubt. For better directions or other info, call (609)327-5015.

SPRING SCRAMBLES

Jonathan Beasley, proprietor of the Poto-mac MX facility, better known as Budds Creek MX, called to let us know that he's going to kick the season off for the VCHSS this year. The Virginia Championship Blue/Gray hare scrambles will happen on March 24, at the Budds Creek, Maryland, facility. The course will consist of a whole new woods section, and a generous lap of the National MX course. Budds Creek is a great facility, and the VCHSS is a good group of guys to race with. For more information, call (301)475-2000.

Also, Budds Creek will host AMA hare scrambles on April 7 and May 19.

BEEHIVE DUALSPORT

If you received this magazine before February 24, you may have time to react. On that date, a Sunday, the Competition Dirt Riders are having their first dual sport event, the Beehive Dual Sport. You know that the annual Beehive enduro is an easy run, perfect for novice riders everywhere. Well, that being the case, the Beehive Dual Sport should be a whole lot of fun on any kind of bike—they say there'll be no mud and no tight woods in the event.

In addition, they are offering a free breakfast for all who attend, as well as free chili, hot dogs and beverages at the finish. For all this they ask a \$10 donation, proceeds from which will benefit

SEASON'S STARTING

NETRA's Annual Meeting is slated to happen on March 24 this year, and there may or may not be a trail ride, depending on the weather. Call the NETRA office the week before for info. After that, we have a break until April, and then things'll really start to happen. Talk about a full schedule—there are 16 turkey runs and dual sport events in NETRA alone!

The ECEA is about to get off to another quick start, with the Greenbrier Enduro on the 24th. Last year we had gobs of wet snow for the Greenbrier, this year...who knows? Maybe

1990 ECEA CHAMPIONS

1991 Final Standings

Overall

1. Kevin Bennett	Hon
2. Jack Lafferty Jr.	KTM
3. Rich Mollennkopf	KTM
4. Danny Nenstiel	Hon
5. Chris Smith	KTM

AA

1. Danny Nenstiel	Hon
2. Chris Smith	KTM
3. Ken Yankowski	KTM

A Open

1. Dennis Zurawski Jr.	KTM
2. Cliff Tenney	ATK
3. Anthony Tomasello	KTM

A 250

1. Al Buchholz	Hon
----------------	-----

2. Mark Lambert	Yam
3. Jeff Rosenberg	Hon

A 200

1. Mike Reszkowski	Kaw
2. Jerry Lynn	Kaw
3. Chris Nolan	Kaw

A 125

1. Mike Lafferty	KTM
2. Rob Farber	Hon
3. Dave Barlow	Kaw

A Four Stroke

1. John Cushing	Hon
2. Bob Dugan	Hon
3. Russ Hancock	Hon

A Super Senior

1. Charles Stapleford	Kaw
2. Wolfgang Kruse	Hon
3. Ed Baker	Hon

A Senior

1. Rich Tompkins	KTM
2. Wick Wickline	Suz
3. Tom Ebersole	Suz

B Open

1. Mike Moore	KTM
2. Martin Graver	KTM
3. Chris Garber	KTM

B 250

1. Kevin Duffy	Kaw
2. Todd Reder	Suz
3. Brad Little	Hon

B 200

1. Darren Elserod	Kaw
2. Steve Marando	Kaw
3. Dale Waxmunki	Kaw

B 125

1. Mark Marcin	KTM
2. Craig Shenigo	KTM
3. Kerry Koeller	Kaw

B Four Stroke

1. Glenn Gater	Hon
2. Keith Mahon	Hon
3. James Falconiero	Hon

B Senior

1. R. Schoonmaker	Kaw
2. Bill Sharp	Yam
3. Mike Collins	Kaw

B Super Senior

1. David Severe	KTM
2. Len Rehatchek Sr.	Kaw
3. William Wahl	KTM

Women

1. Kathi Cambell	Kaw
2. Linda Luhn	Kaw

Teams

1. CJCR	368
2. Tri County	292
3. Meteor	240

WHAT'S ON

February

2/24 NETRA Snow Run Enduro
Stafford, CT
2/24 AMA National Hare Scrambles
Rockne, TX (512)282-0819

March

3/9-10 Stateline 100 GNCC
Shelby, NC
3/17 Louisiana National Enduro
Pitkin, LA (504)748-8693
3/24 ECEA Greenbrier Enduro
Belleplain, NJ
3/24 NETRA Annual Meeting
Plympton, MA
3/24 AMA National Hare Scrambles
Hurricane Mills, TN (304)594-1157

there'll be a volcanic eruption; you can never tell in Jersey!

Dave Coombs' Grand National Cross Country series is getting off to a bang-up start this year, with 14 events scheduled. The first event is on the 9th and 10th of this month in Shelby, North Carolina. Called the Stateline 100, it's your first chance to see who's riding what and how tough the competition will be this year. Then, on March 23 and 24, Loretta Lynn's Ranch in Hurricane Mills, Tennessee, will host their annual bash, and it's always a good time. Call (304)594-1157 for the details.

CUT THEM WHOOPS!

Received an interesting press release in the mail this month from Mel Lill out in San Jose, California. Mel's in the business of re-grading motorcycle trails, and sent along a picture of his rig. It's a 40-inch wide diesel tractor with a two-section box scraper and roller attachment following behind, and what he does with it is remove whoopedos from woods trails. Now, just sit back and think about *which* section of your favorite (or least favorite!) trails you'd cut first....

The best part is the 350-pound roller on the back—if you can, imagine that same trail rolled as hard as concrete when the sand is a little wet. Wow! Anyhow, Mel doesn't sell the trailer, he sells the service of grading trails. He charges a per-mile rate, and needs a minimum number of miles to make it worth his while. If your club is interested, call Mel at (408)238-2982 in California; or at (517)647-2621 in the summer time in Michigan.



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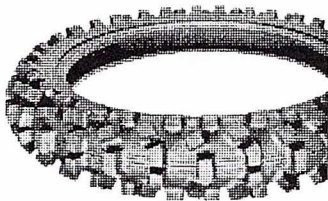
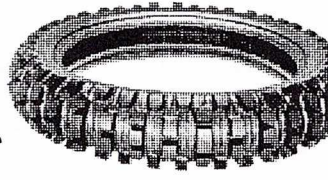
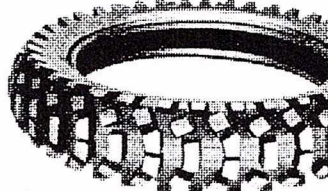
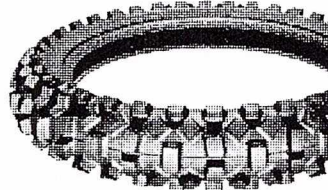
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- Aspect Ratio, % sidewall height vs tread width
- Construction Code, B for Belted, R for Radial
- Rim Diameter in inches
- Load Index number
- Speed Index letter
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- Speed Index indicated by a letter is the maximum speed a tire is design to operate.
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- H indicates a tire designed for 130 mph maximum
- V indicates a tire designed for over 130 mph

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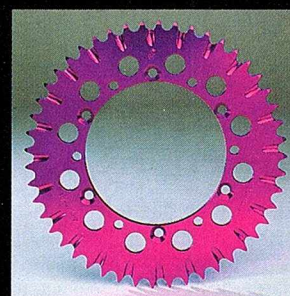
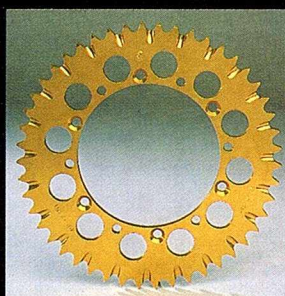
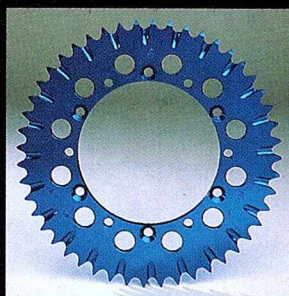
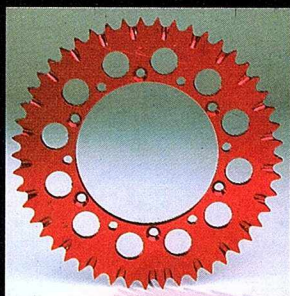
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NEW ADDRESS FOR H&H

H&H KTM, aka Team H&H, has moved from their old location in Mableton, Georgia, to a new and bigger building. Owners Barry and Patti Higgins are excited about the change, claiming they'll now have lots more room for bikes and accessories, and an even bigger service shop for Barry to play with his Vintage bikes in. The new address is 8820 Bright Star Road, Douglasville, GA, 30134. They've got new phone numbers, too; (404)920-1371 is the main number, and the fax number is (404)920-9198.

NEW RIDE FOR HINES

After spending the better part of the winter entertaining offers from Husqvarna and Suzuki, Kevin Hines has finally struck a deal with American Suzuki and will be riding RMX machines this year, right alongside his new teammate, Randy Hawkins. "I think it's going to be fun, riding the RMX," Hines told us, "I've got a stock one here that I picked up from Wareham Suzuki, and with just the basic mods it's as fast as my KTM 250! I don't know how they do it!"

When he found out that Suzuki's R&D department could get about 30 percent more out of that engine, his eyes glassed over and he ran back into his garage! It'll be good to see Hines and Hawkins on the same basic bike, though—at least with the difference in machines removed we'll see who is the gnarlier rider.

As far as the old KTM deal goes, Hines only said "It's not a family run business (KTM Austria) any more, and the changes there are dramatic. It's not the same without Erich Trunkenpolz; the new corporation decided that motocross should be KTM's new emphasis. There wasn't enough money budgeted for enduro to even keep me at the same level I rode on last year, so it was time to move on."

What about Husky? "We talked about a program, but they weren't ready to commit to something in time for the start of the season. Husky will be really active in Europe, though, and when they finally get somebody in the States to ride their bike...well, I've heard from Europe that the bikes are pretty trick, so we'll see. The competition could get really strong!"

KTM FINALIZES TEAM

Even though motocross may be the big push this year, KTM is not backing off on the enduros; not if the size of their team is any indication. They'll support five riders this year for National

enduros and the like—Kelby Pepper, Jack Lafferty Jr., Allen Gravitt and Alan Randt, and the fifth rider, not mentioned last month, is Jeff Russell, former Yamaha pilot and fourth overall nationally last year. Looks like it's going to be busy in the winners circle this year!

NORTH DAKOTA LIVES!

What's the furthest thing removed from New



Members of the North Dakota Off Road Vehicle Association; all together again for the first time.

Jersey? That's right—North Dakota! If you're anything like us here at the old *Trail Rider* office, you'll gaze in wonder at this photo sent by the SVIA. In it, you'll see the members of the North Dakota Off-Road Vehicle Association, kicking back at a favorite riding spot along the Missouri River near Bismark.

Seriously, though, the NDORVA is a coalition of five different trail rider and ATV clubs statewide, who united to speak for the sport with a louder voice, and to improve riding opportunities in the state. Look at them! They look just like you and me, and they have trees there, too—in North Dakota! Sorry, we just can't get over it....

TR BUYS MS RACING

No, that's not *Trail Rider* you're reading, it's Tucker/Rocky, the giant parts distributor in the motorcycle industry. Tucker/Rocky bought the remains of MS Racing after the former owners did their best to drive it into the ground, but all is not lost in the old company. We talked to Malcolm Smith the other day, the name behind MS Racing, and he revealed to us that he has accepted a three-year contract to work for Tucker/Rocky developing a new line of products under the MS Racing name, and doing what he can to maintain all the good products already produced.

"I thought about putting together my own company again, but I really didn't think I wanted that kind of pressure in my life," Malcolm told us, "This way I can ensure that the name of MS Racing continues, and wins back some of the respect it once had."

Malcolm has a tough job ahead of him. In the bankruptcy of the old company, dozens of vendors were forced to swallow huge debts owed them—even *Trail Rider* didn't pass unscathed! But, Malcolm Smith himself was one of the worst-stung, meaning he never received all of the cash for which he originally sold the company.

But does it get Malcolm down? Not as far as we can tell. "Aside from that little setback, life is good, everybody here is healthy, and I still like riding my motorcycle; so everything is going to be fine!" We look forward to seeing the fruits of his new labor.

HEADING SOUTH

Well, we've finally taken the bait, and signed up for one of Les French's Great Motorcycle Adventures tours into the Mexican Mainland. That's right, that means you can look forward to one more Mexican trailriding story this year! We'll be heading south the end of this month, on Mr. French's tour into Copper Canyon, way down south of El Paso, Texas. Come on along, if you can manage it. The trip is six days long, and will set you back \$875, with all meals, lodging, food and fuel included.

If you can't make this one (March 24-30), keep an eye on Great Motorcycle Adventures' schedule. In April they have a club ride going, that you may be able to get in with, then in May, a trail ride down in Monterrey. There's events available all summer, so for more information call (800)642-3933 and tell 'em *TR* sent you.

RIDE IN COLORADO

One more tour release, and we're out of here. Tracy Smith dropped us a note, saying that Greater Colorado Trail Rides is going to do it again in 1991, with a Colorado tour that can't be beat. This year's *only* planned ride for the group is August 12th through the 16th. The ride will go roughly from Buena Vista to Gunnison, Gunnison to Ouray, then returning to the two, with an optional fifth day ride of a 100-mile trip to Leadville and back.

Tracy will accept 26 riders for the trip, and he's hosting this one trip only. The cost is \$598 for the four-day, five night trip, and from what we sampled last fall, we can say with confidence that you can't find a better tour guide than Tracy Smith. He doesn't follow all the easy routes, and he's definitely into racking up the mileage each day. For more information, call (303)693-2111 during the day, or (303)973-2363 in the evening.

ISDE PHOTO ALBUM

What did those rocks really look like?

Photography by Allan Fredrickson

Vasteras, Sweden 9/3-8

By now, everybody knows that Kevin Hines finished as top American at the 1990 Six Days, and that Swede Dick Wicksell took the overall on a KTM. We know that the Swedes won both the World Trophy and the Junior Trophy, and that there are many riders in the world who will find something else to do with their spare time when the ISDE comes back to Sweden.

The riders said it was rocky, muddy and unforgiving over there, and we had no reason to not believe them, but until these photos came into the office we'd really not seen just how grim the terrain really was.

Allan Fredrickson went over as a spectator, to help out with support, and while there shot some pretty amazing photos of the terrain. "Whenever you see a photo with rocks in it, keep in mind that you're just looking at 100 yards or so of riding. According to the riders, some of these rocky sections went on for more than 20 miles, and you had to ride them at least twice during the week."

With that, we give you one last look at the 1990 Six Days, and leave you with this thought: do you think, if we were to again host the ISDE in New England, we could show the riders something equally as gruesome as this? Just to even the score, you understand....

Rain is never a joyous thing at Six Days, but this year it had a particularly bad effect on the course and riders. All these bad spots were repaired after the event.



Jason Dahnars (347) chases German rider Stefan Schlicht up a small hill. For a short section, this doesn't look bad, but imagine what 20 or 30 miles of this must have felt like.

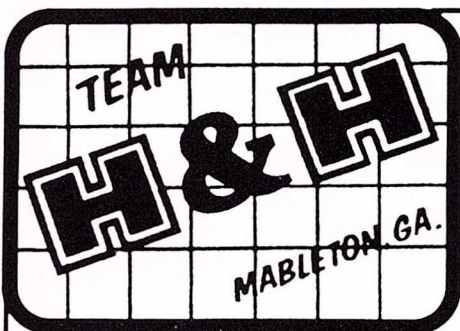
Trees, rocks and roots—looks just like Rhode Island, doesn't it? On top of all the difficult riding, the Americans complained that everything was super-expensive.





Not all of the riding was horrible, just most of it. Paul Krause negotiates a woods section that would be loads of fun if your body wasn't hammered.

Gary Hazel picks his way past another stump and rock garden. According to the support crews, there were sections with rocks as big as Volkswagens.



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NETRA Season Closer

KING PHILIP HARE SCRAMBLES

A day in the life of a championship, through the eyes of a Trail Boss

By Steve Tower

Photos by Steve Tower and Ben Jones

Wrentham, MA 11/10

I arrived in Wrentham Saturday morning at around eight A.M. No sooner had I stepped out of my truck than the rain started. Now, Saturdays before an event are supposed to be for buffing out the course that we had spent count-

less hours planning for and putting together. It's also a great opportunity to burn in the trail on what New England trail riders consider the premiere course on the yearly hare scrambles calendar.

Instead of all this fun we had planned



Tommy Norton wrestled his KTM 125 into the A125 winner's position, and took the NETRA Championship at the same time. Watch out for him this year!

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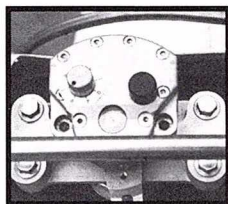
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"We've been making trail riders happy for 18 years!"



An incredibly blurry Kevin Hines carves a corner near the finish line. Hines chased Helliwell all day, and finally won the OA at the end. It was his last race on a KTM.

for, co-Trail Boss Kevin Howley and I were in for an entire day of pouring rain, wondering how many riders we might lose to the rain and weather. The course was going to end up looking like Unadilla at the Motocross des Nations. Add to the rain a 30 mile an hour wind and we were left with a group of course workers who wished they were anywhere else. Anyone out there who can offer advice on setting up a tent in the middle of an open field with this kind of weather, please call me. Next year, we'll get a trailer.

Sunday arrived as a cool, dry, sunny day (thank

god), which was just what everyone had hoped for. The King Philip hare scrambles was just about to decide the 1990 NETRA hare scrambles champion. Bad weather was just not necessary.

Entering this last event of the season, Fah-Q Racing-sponsored Tom Norton trailed Paul Milliken by only two points, setting the stage for an exciting race. Add to this a respectable list of New England motocross racers and Kevin Hines, and we were in for a race that was anything but boring. I guess Hines took a weekend off from his continent-jumping to test his speed against the best in New England, on what he must consider his home turf. It's easy to forget that Hines spent years racing NETRA hare scrambles and enduros before going on to the superstar status he now enjoys.

The Sunday race schedule was broken into three separate events, with the A&B riders first at 9:00 A.M., C riders at 11:00, followed in the afternoon on a shortened course by the Juniors and Minis. Nine o'clock came quick, and when the first wave of A riders started, in what appeared to be a sea of motorcycles, I knew we were in for a full day.


Given the importance of this final race I would love to be able to tell who led at the star, but I don't

have a clue. All I knew was that we were in for some fast action, and regardless of who was the fastest to the first corner, that person would end up in second place at best—that is, if he wasn't Kevin Hines.

Roughly 40 riders, including Paul Milliken and Norton, left in the first wave. The were followed in two minute delays by each next wave. When they entered the first woods section, Milliken made a miscalculation and crashed. Norton passed him there and Milliken never regained the ground. Norton and Hines rode together for a couple of laps, then Norton got stuck in a rut for a few minutes, but still finished well ahead of Milliken. In doing so he earned enough points to win the 125cc High Point and capture the NETRA




Cliff's Cycle's Kevin Hesnan nabs the holeshot on the Expert class. Later, he ran out of gas, but it was a great start!



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**King Philip Hare
Scrambles
Championship
Results
Overall**

1. Kevin Hines
2. Keith Johnson
3. John Finkelday
4. Tom Norton
5. Steve Hatch
6. Paul Milliken
7. Pete Leonard
8. Scott Phelps
9. Dennis Tripp
10. Randy McAnn

125cc Class

1. Thomas Norton
2. Phil Lamere Jr.
3. Ron Stevens
4. Karl Backlund
5. Jack Hazelwood

200cc Class

1. Stephen Wall
2. Dennis Byrnes
3. Brian Tucker
4. David Grochowski
5. Mark Burdick

250cc Class

1. Kevin Hines
2. Steve Hatch

3. Paul Milliken
4. Peter Leonard
5. Scott Phelps

Open Class

1. Keith Johnson
2. John Finkelday
3. Randy McAnn
4. Bert Guerrette
5. Tim Strong

Veteran Class

1. John Harriman
2. Joe Gardina
3. Richard Crooker
4. Larry Pugrab
5. Bob Ellis

Senior

1. Bill Dakai
2. Irving Witkop
3. Bruce Wilcox
4. Rick Hesser
5. John Campetti

Four Stroke

1. Kemp Stewart
2. Jim Mitchell
3. Alex Fenton
4. John Camelio
5. Brett Collin

Junior Class

1. Phil O'Brien Jr.
2. John Allen

3. Dan Plourde
4. P.J. Peculis
5. Jason Maslowski

Mini Class

1. Matt Simon
2. Tim Cahill
3. John Cahill
4. James Brothers
5. Craig Vollkommer

C Class

1. Brad Rutman
2. Steve Jason
3. Brian Webster
4. Robert Speroni
5. Sean Matthews

Things were going along fine until the start of the C Vet class when our luck ran out. Suffice it to say we had a horrifying pile-up right off the start. I'm happy to report that although one rider spent some time in the hospital, there were no disabling injuries and everyone should be healed fine by next year.

...the course! Oh, what a course! Looking out over the ribboned-off field made you feel like you were in Sweden riding the ISDE. It started in the first field, with a wide open straight uphill, then through some fast turns and into a woods section that aided woods

hare scrambles championship.

By the time we had started the final wave in the A&B class it was almost time to be looking for the leaders ending their first seven-mile lap. Much to my surprise it wasn't Hines in the lead, but KX rider Lee Helliwell, who continued to lead almost the entire race. He finally ran out of gas on the last lap, and pushed his bike to a spot where he found some fuel, and then attempted to cross the finish line. His course cutting, unfortunately, got him disqualified.

Hines, meanwhile, spent the entire race picking off riders one by one, pacing himself into the finish for the overall win.

Trail bossing an event doesn't leave too much time for spectating, so I know I missed a lot of battles on the course. A few things do stand out in mind, though...

...like the lines at sign-up. Boy, do they suck! It seems no matter what you do as a club, there is always a line at sign-up. Add to that 40 degree temperatures and wind and you have a lot of

racers thinking "why didn't I pre-enter?" King Philip also offered a refund on canceled pre-entry, without much response. Hopefully, this idea will catch on in the future.

...motocross riders. Some pretty fast company showed up this year, most notable would have to be last year's KP winner Keith Johnson. Johnson has spent most of the year chasing the national motocross circuit, doing very well. The legendary Jojo Keller was on hand to wring out the motor on his 125 Honda. Unfortunately, the Honda wasn't up to the wide-open, feather the clutch riding style Jojo is famous for, and deteriorated to the point where Jojo dropped out.


...ruts. The last section before the barrels went away fast, leaving ruts that looked like the Panama canal. I learned after the event that I had walked right past Jerry Bernardo struggling to pull his bike out of a rut. Had I known it was Jerry, I would have pulled his number for getting in the way!

...injuries. No one likes to deal with injuries.

riders and slowed down the motocross boys. After about 1.5 miles of abuse, the riders were dropped into a field that last year contained a horrible mud hole. This year we dropped the mudhole but kept the straightaway. Next was a short section of woods and through the whooped-out sand filter beds; then across the street to the Unadilla field, the thought of which leaves you salivating like Pavlov's dog. The last stretch across the street again was some fast turns with plenty of time for showing off.

I think it all started when I was a kid. I said to my parents one day, "Mom, dad—I think I like pain and suffering, high anxiety, and working long hours out in the cold for no money."

They looked at me and said "We're proud of you son. We think there's a NETRA Trail Boss job in your future!"

Seriously, though, I really enjoyed the work involved in helping to pull off this year's hare scrambles. I hope, with the support of the King Philip Trail Riders, we can do it again next year. 

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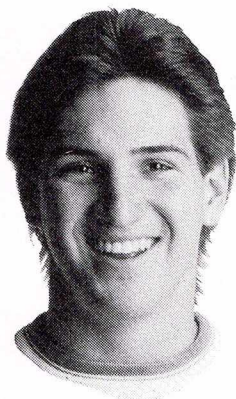
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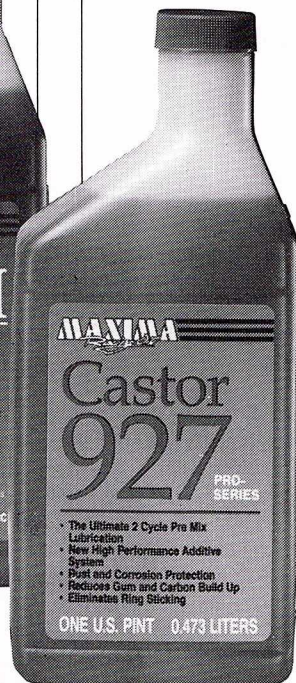


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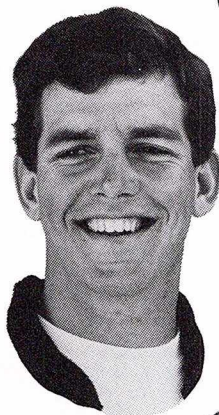


Dan Smith

5 Time A.M.A. National
Hare and Hound Champion

2 Time SCORE/BAJA
Champion

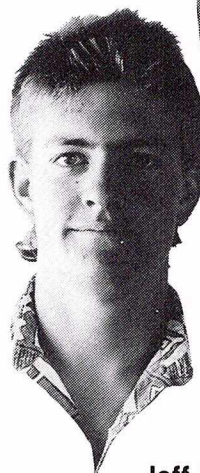
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VISCOSITY, VOLUME, AND OTHER MYSTICAL FORK FACTS OF LIFE

It's easier to work on your suspension when you understand it.

by Dan Anderson

After being accused of bad-mouthing Scott's Scooter Service and all other California companies, Dan Anderson relents and finally goes to the experts for their opinions and knowledge. Keep in mind that this article is intended to inform and enlighten—it is not a recommendation to take your business to one shop or the other, be they located in California or Kalamazoo.

Maintaining and repairing front forks is a fairly straight-forward, step-by-step mechanical procedure. If a seal is leaking or a bushing is worn out, it is a concrete, tangible condition that is easily corrected.

But, when it comes time to refill the forks with oil after the repairs, opportunities for confusion abound. What weight oil should be used? How high should the oil level be? What about air pressure? Preload? Spring rates?

stutter-style landscapes as well.

"This means," says Pennington, "that in enduro conditions, where there's not a lot of jumping, and where you need the wheel to track well over rocks and roots, you would normally run a lighter (5 to 7 wt.) oil." In motocross, where case-crunching landings are more common a heavier oil (7 to 10 wt.) can help absorb impacts.

As always, there are exceptions to these oil viscosity guidelines. Riders who ride XR Hondas and DR Suzukis may find that using lightweight oils for enduros and hare scrambles is not the hot ticket. Because of the extra weight of four strokes and the fact that older XRs have conventional-style forks with drilled dampening rods, 10 wt. or heavier fork oil is often the best choice. Whether dealing with XRs and DRs, or CRs and RMS, experimenting with various weights of oil will help a rider select an oil that best complements his style of riding.

Once an oil viscosity has been selected, a decision must be made as to how much oil to put into the forks. Gil Martin, Marketing Manager for Bel Ray Company, Inc. Offers a quick lesson in fork physics. "The more oil that is put in a fork, the stiffer the fork's action will be," says Martin, "because oil is occupying more of the air space in the fork, and oil is less compressible than air."

"But the pre-1988 White Power Forks can be a challenge," says Higgins. "On the older forks, where all the damping valving hung on the end of the rod, you had to pull the rod a certain distance out of the fork when you filled it, and it worked just the opposite of the old forks. The more the rod stuck out, the more oil it had in it, rather than less." But Higgins is quick to reassure owners of such forks not to be intimidated. "If you follow the owner's manual, after a couple of times it's not so bad."

Choosing the right oil level can be critical to optimum suspension performance. Too much or too little oil can affect whether or not a fork uses its full travel. The goal is to have the forks bottom lightly once in a while during a ride, indicating that all the travel is being used.

If forks bottom excessively despite using the maximum oil level suggested in the manual (never run more than the maximum suggested level or there is a risk of blowing seals), or if the action becomes unacceptably harsh, it may be time to consider heavier fork springs. "You can't add more oil to a fork that has too soft springs to cure a bottoming problem," says Pennington, "it will just make the forks harsher in the second half of travel."

If heavier springs are indicated, the rider must



George Pennington, one of the managers at Scott's Performance Products in California, spends his days dealing with such questions. According to Pennington, the viscosity and volume of oil used to refill forks after they've been drained is dependent on what kind of riding the rider will be doing and what style of rider he is.

In general, lighter weight fork oils flow through fork orifices and valving more quickly, enabling the front wheel to better track small, frequent changes in terrain. But they don't cushion sudden impacts from hard landings quite as well as heavier viscosity oils.

Conversely, heavier weight oils generally absorb hard landings, but their heavier viscosity means they aren't as able to respond to quick,

When deciding how much oil to run in a fork, Pennington says the height recommended in the owner's manual is a good place to start. "If the forks are bottoming frequently, try adding oil in increments of five millimeters," he suggests. "Keep increasing oil height until the bottoming is under control, or until the last part of the fork's travel becomes harsh."

Methods vary for filling modern cartridge-style, upside-down forks with oil, according to Barry Higgins, of H & H KTM fame. "It's really easy to set oil levels in the new style White Power Forks," reports Higgins, "almost like filling the old style conventional forks. You just collapse the fork, get all the air out, and measure the distance from the top of the oil.

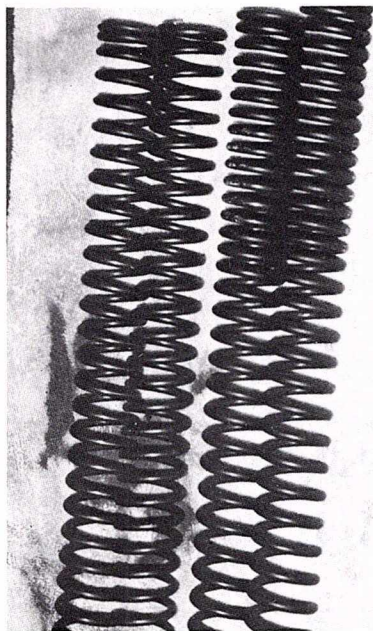
choose between straight wound and progressive wound springs. Straight wound springs offer a consistent spring effect from beginning to end of stroke. Progressive wound springs have soft, supple initial strokes but become increasingly firm as the spring is compressed. Pennington says each type of spring has its place.

"Straight rate springs are easier to dial in, if the riding will be done on 'predictable' terrain like a motocross track," he explains. "progressive wound springs work better in a bike that will see a variety of unpredictable terrain changes, such as enduros or hare scrambles. Either spring will work under both conditions."

Some forks, especially cartridge style forks, allow external adjustment of damping. "On most

standard forks, this adjustment simply controls a blow-off valve to handle hard landings," says Pennington. "but on cartridge forks this adjustment can really make a difference. Whether or not the forks dive going into corners or bottom frequently can be adjusted to suit the rider."

"To set up adjustable forks," says Pennington, "turn the adjuster all the way in and test ride the bike. Then turn the adjuster all the way out and see how the two extremes compare to each other." Setting the adjustments directly to



The difference between progressive-wound and straight rate springs is very obvious—the set with the coils wound tighter at one end are progressives, the evenly wound ones are straight.

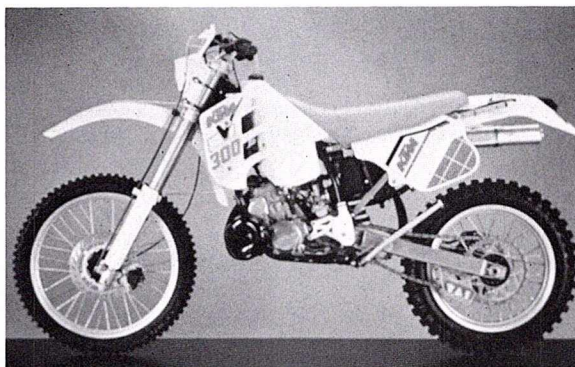
owner's manual recommendations is quicker and will work for most riders, but the experience gained from experimenting with settings may help riders better understand their suspension's potential.

Pennington and Higgins both add a special warning to cartridge fork owners. "Contaminated oil greatly increases the wear to interval valving," says Pennington. "It's extremely important to do any oil changes in a very clean environment. Any dirt or contaminants can really mess up a cartridge fork."

Higgins heartily agrees. "The valving on cartridge forks is like the valving in a rear shock," he explains. "Any tiny speck of dirt can cause trouble, and," he adds, "since the valving on a White Power Fork is all down at the bottom, any sludge or dirt that gets into the system is right there ready to be sucked up and cause problems." His suggestion for White Power Shock owners riding in muddy, sloppy conditions is to change fork oil as often as every three races to help keep the oil fresh and clean.

Pennington says that riders with conventional forks need not change oil so often. "An average rider who rides two or three weekends a month should change his fork oil about every three months." He explains that even if the oil is kept clean, oil breaks down with use, and fork performance can suffer if the oil's hydraulic capabilities have deteriorated.

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Some other tips and considerations for setting up front forks include:

Preload: Preload is how much the spring is compressed when there is no weight on the forks, like when the front wheel is off the ground on a work stand. Ten to 15 millimeters of preload is normal, but some springs (Progressive Suspension, for one) call for zero pre-load, and some for more. Follow the manufacturer's recommendation, and remember that excessive preload makes slow speed bumps harsh and decreases the amount of available suspension travel.

Higgins reports that some riders mistakenly use preload to stiffen their suspension. "Guys have brought bikes in here complaining their forks don't work right. They had so much pre-

load on the springs that I couldn't make the forks move unless I jumped up and down on the bike," says Higgins. "It was almost dangerous to take the fork cap off." He explains that on a properly set up bike, the forks should settle an inch or so under the bike's weight when it is taken off a work stand.

Air: "Air caps are only to let air out of forks," states Pennington. "Running air pressure in forks is past history." (Higgins notes that the new KTM four strokes are using a new air-suspended front fork, with good success, but this is the only current exception to the "no air" rule.)

In years past, pressurizing forks was a popular way to fine tune fork performance. This method

of fork tuning lost popularity because of the physics of fork action. "Air expands as it is heated," explains Pennington. "Hard riding warms the forks, increasing air pressure inside the forks. In a sense, preload is increased, making fork action harsher, usually at a time in a race when a rider is tiring and needs better fork action."

Air should be bled from forks between races or whenever possible to maintain the fork action that was so painstakingly dialed in. If pushing a valve core while wearing gloves is a hassle, Pro Tec, as well as other aftermarket suppliers, offer trick push-button bleeders.

Fork Boot: Older style forks benefit from the use of fork boots, and all forks appreciate some careful cleanup after races. Fork boots keep major amounts of sludge from wreaking havoc on delicate fork seals, and a little time with



Heavy-weight bikes, like Scott Summers' four stroke Honda, demand heavier fork oils to offset the extra weight of the bike.

WD-40 and a toothbrush will clean up the rubber dust seals on upside-down forks. Higgins recommends popping those rubber seals off and cleaning underneath after each ride just to help insure that the fork oil stays in and the dirt stays out.

Fork Protectors: Tolerances are close inside a fork, and even a little ding on the outside can create a bump on the inside. Any irregularities inside the slider can make the fork bind up, causing irregular fork action and lead to fork lockup if the bump is big enough. Most dings can be honed out, but a fork protector is much cheaper than the time and hassle of a hone job.

Spending an afternoon experimenting with oil viscosities and levels probably doesn't sound like a lot of fun. But, if it enables you to get maximum performance out of your bike's suspension without a lot of big-buck modifications, it might be time well spent. Then you'll have the bucks to spend on the really important things in motorcycling, like extra rolls of duct tape, enduro entries, race videos and next month's copy of *Trail Rider*.

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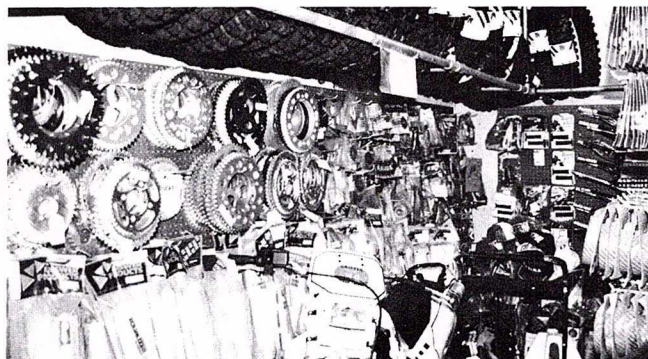
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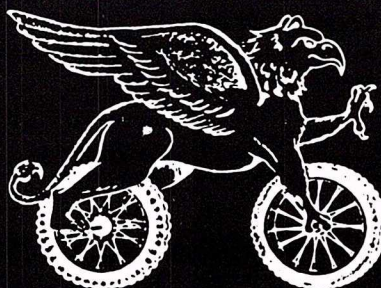
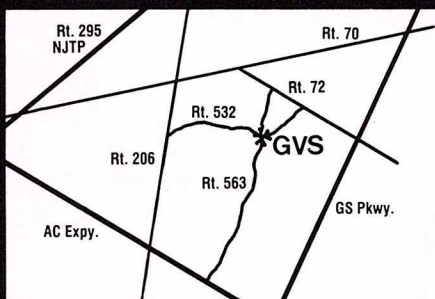
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ANOTHER DENT FOR DAN!

In this age of recession, one bargain still endures

By the Trail Rider Destruction Department

Dan Sinkoff has been repairing pipes for just about four years now, and he's pretty much got a corner on the market. His service is simple—put your dented pipe in a box and ship it to him UPS, he takes the dents out and makes it functionally perfect once again, puts it back in the *same box*, and ships it back C.O.D., charging you \$35 plus the shipping costs.

There's really not much you can do to make it simpler. Well, you could include a check or money order for the \$35 and shipping, but he's so used to doing C.O.D. orders it really doesn't matter any more.

We sent Dan a pipe way back when he was getting started, and he returned it looking fine,

although we couldn't believe he could afford to do it for so little money (a new pipe may cost you \$160). This past summer we mashed a pipe but good, and sent it up to him for another "test" of his services. The photos, as you see here, show that he can still do what he promises, and in our case we got the pipe back in less than a week!

Actually, he has a guarantee, and a number of unofficial promises. One of the promises is overnight turnaround—in just about every case, he'll have your pipe done the end of the day he receives it, and ship it that day or the next one. He'll also fix cracks, leaks, and pin holes at the same time, even though he's only promising to remove the dents. Finally, the guarantee: if he can't fix your pipe, he'll buy you a new one. And he's done it, too. I've actually seen him order new pipes for guys who stumped him, but he does have restrictions on the guarantee. For one, it's got to be actual accidental damage; not just a mashed-flat pipe to get the guarantee (it's easy to tell the difference). Also, the

pipe must be a two-stroke pipe, be intact when he gets it (not cut up), and the pipe must be readily available from the manufacturer. Oh yeah, and you still have to pay the \$35 repair charge.

Why does he do all this? Just to get the business. \$35 is cheap, but if you do a lot of pipes you can make a living at it. Dan wants Finish Line Products to make a living, and so far he's been doing okay by it. They call him the "Duke of Dent," and every time I smash a rock I think *another dent for Dan*, but his service is one of the true bargains of our time.

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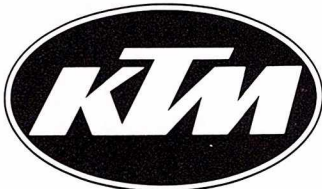


You can't show this without "before and after" photos, can you? Here's a pipe that was well and truly smashed on a typical eastern stump. To replace this pipe, you may have to pay \$150.



Thirty-five dollars later, here's what Dan does to the wrecked pipe. There are no holes or cracks, and the pipe is functionally perfect again. He doesn't paint them, though—you've got to do that yourself.

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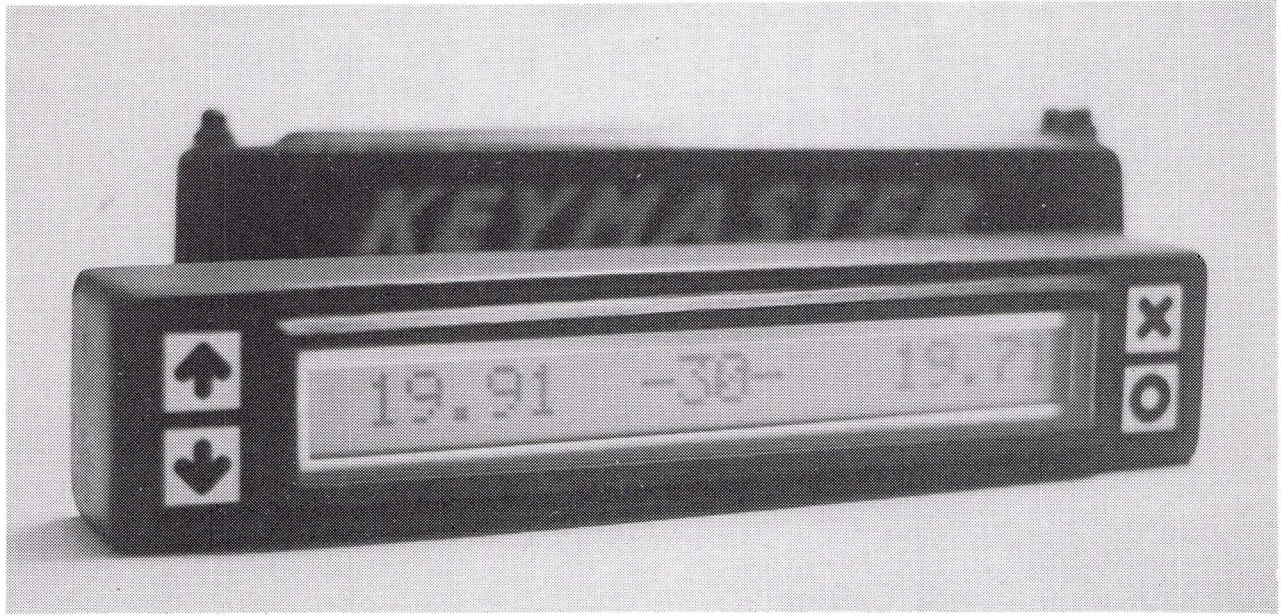
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"FROM SEA TO SHINING SEA"

A JOURNAL OF MY TRIP EAST BY MOTORCYCLE IN 1990

In which I attempt to devise an off-pavement route across the continental United States.

By Sidney Dickson

Dedicated to Bill Broadbent who made me promise to write this and gave me two front inner tubes. With thanks to many others.

Mt. Trumbell, Arizona; August 26, 1990:

It's 80 degrees in the sun and clear, with a 25 knot wind. The emptied door frame of a dilapidated 19th century schoolhouse offers shade, a place to sit, watch, read and write with a view of the dusty crossroads. St. George, Utah is 50 miles to the north; Kanab is 65 or so northeast—all by dirt. The Honda quit running at 10:30, 12 miles north at Wolf Creek Road where Doug Bondy and his two boys, Bubba and Tightsy, found me reading my Honda shop manual, the bike somewhat in pieces around me. The failure is with the spark.

In terms of where else the bike could have quit in the past four days of riding, it chose a convenient spot. Yesterday I took several trails to nowhere, up into the mountains northeast of Vegas by the Valley of Fire, and a good bit of the day was spent traveling along the maintenance trails for the high tension power lines. I never saw anyone in 150 or so miles of dirt riding.

The day before was spent in the east Mojave, between Ludlow and Henderson, Nevada, about 190 miles as the tortoise crawls. In fact the tortoise and a few lizards were the only road users I saw. The day before that one the 600cc, single-cylinder 1985 Honda and I left Los Angeles on a 60 mile highway ride to the San Bernardino Forest which surrounds Big Bear Lake in the San Bernardino mountains. At a place called Spring Creek we left the pavement and went onto the rough stony, sandy, cliff-hung jeep trails that encircle the lake.

One hundred and four off-pavement miles took us around the lake through a vast panoply of scenic changes. One moment we'd be high on a rock-strewn trail with a wall on one side and a cliff on another, the next we'd dive into a little glen of Mediterranean vegetation; then we'd be up into the scrub of pinion pine or cactus or on up higher to where the lofty ponderosas towered 100 feet or more over the trail.

Having gotten around the lake, we dropped off the mountains into the town of Lucerne Valley, smack in the desert for a long ride to Ludlow, California, arrival one a.m. Ludlow was originally a watering stop for steam locomotives. Diesel trains now rumble by on one side, Rt. 40 is on the other and the town is now a rest stop for truckers, mostly.

The first three days of the trip it was just the bike and I. This day I was to be met by companions coming from the other end of the road, the town of Kanab. Jim Sloat and his son were to meet me here at this crossroads at noon. The Bondy's and their little Japanese pickup delivered me here, dead bike and all, just about on time and I've been waiting since.

A while ago a pickup went by, coming from Kanab direction, and he said he saw two bikes back there, one with a wheel off it. Two riders were on another one, headed back for Kanab, carrying a wheel. The Sloats, no doubt, because as I've just mentioned that's about all the traffic that there's been on the road today.

Yesterday I also had bad luck which could have been worse. About this time of day I was near getting ready to do a 60 or 70 mile loop over the mountains to St. George, this morning's departure. As I settled my route on the map and rolled away from the intersection, heading up a rough

mountain track for a 60 or 70 mile stint, the bike's front end started that wishy-washy swimming motion that tells you right off that the front tire's flat.

In a jiffy I had the front end propped up off the ground and saw the soft rubber tire was just loaded with thorns, looking like so many cat's claws. With my knife, I picked out as many as I could find, then took off the wheel, removed the tire and tube, and installed a brand new tube which I had on hand, inflating it with some compressed air bottles which I had brought for the occasion. No help needed and back on the road in half an hour, ready to face the mountains, right?

I pondered. It was about 3 p.m., a beautiful day, but I had no more new front tubes, heaven only knew how many thorn holes were in the old one, and I was nagged by the thought that perhaps one or even many of those fishhook-sharp thorns lurked in the rubber, ready to work their havoc on that lovely new tube. With that in mind, I chickened out, turned my back on the good ride and joined the tourist and tractor trailer trade on I-15 to St. George, my destination.

Forty miles later, I saw the golden arches of St. George and took the off ramp which terminated right at the local McDonald's. In making my last bank for the turn onto the parking lot, the front end swam again, the new tube pierced. So instead of being delivered to the rattlesnakes, my choice had caused deliverance to me of: two double cheeseburgers, a large fries and a large diet soda while my bike sat out front, the last of the air weeping out of the front tube.

Munching away, I noticed that across the street and up a little hill was the local econo-luxury motel, into which I checked, pleased that I

wasn't flatted out in the wilderness.

Meanwhile, back at the schoolhouse. The fellow who stopped and told me of the motorcyclists, who must have been the Sloats, thinking I might be in for a stretch of leisure, graciously left me with a "Mountain House Dinner Number Eight"—a plastic bag containing freeze dried beef and rice with onions, crackers, banana chips, nut chocolate snack, lemon-lime drink mix, coffee, sugar, coffee whitener, matches, napkins, salt, pepper and a spoon (according to the label).

So appropriately I am going to sign off writing for now and work on Dinner Number Eight, just so I won't starve here for a while. I have my sleeping bag, this abandoned old schoolhouse has a brand new roof, I have a quart of Gatorade in my canteen and two beer cans of melted ice

electrical engineer and a quick check of my machine indicated my diagnosis was correct—no spark. The quick fiddles didn't manage to produce one so there was nothing left but to tow me out of there on my dead bike with one of theirs. So we put my bike back together. The Mountain House Number Eight dinner disappeared into Joe's pack, never to be seen again.

If you've never been towed on a motorcycle at fifty miles an hour down a gnarly, sometimes rocky, sometimes rutted, sometimes sandy, sometimes mountainous road, six feet behind another dirt bike, operated by a friendly maniac machine-gunning a stream of rocks of all dimensions at your feet, legs and hands, perhaps you can imagine the fun of it.

After we had been hooting down the trail for

that the Bondy's left me. In case I am found starved, I want you to know that I ate the coffee whitener last, after the napkins, matches and spoon. I wonder how many timber rattlers, or whatever variety they have out here, alive under this old schoolhouse. There are open cracks in the floor and the wind howls through the apertures once known as wind holes (more recently named windows).

Torrey, Utah. Tuesday night: This morning I left St. George for the second time. Last night was spent with Bill Broadbent and family. But I have to go back to last Sunday to get us away from that schoolhouse. That was the day Jim and his son Joe Sloat left their truck in Fredonia and set out on the dirt to meet me. A trip of some 60 miles.

The trucker was right. He had seen them. One had a flat, so they took off the wheel and rode double back to the truck to fix it. They had a round trip of about 120 miles riding double on the dirt plus the time it took to fix the flat; and since, in all this time with them being on the road, they hadn't seen me, they figured I just hadn't gotten on the road at all.

By the time they got their bike fixed, Jim said they'd ride five miles down the track just in case, and then turn back, to get home by dark. Son Joe said seven was his lucky number for the day. He'd even scratched it on the repaired tire to make sure it wouldn't go flat again. So they agreed on seven and took off. At the end of five miles Jim said it was useless. Joe said seven was the agreement so they rode the last two miles. You guessed it, at the end of the seventh mile was me.

I was just breaking into my Mountain House Dinner Number Eight. Jim is a university trained

half an hour or so, I thought I was just getting the hang of this towing business when we encountered a bunch of mud ruts eight or ten inches deep which had solidified. The bike went one way slinging me off onto the verge of the road which was all stony with a big windrow of boulders pushed up by a grader. After I finished rolling I noticed I had one hell of a headache. I sat for a minute or so, the headache went away and aside from a couple of minor, almost bloodless scrapes here and there I was totally unhurt. All the protective devices doing a grand job.

So we got going again and an hour or two later, sometime after dark, got to Sloat's truck, loaded up and slipped on into Kanab and the local Pizza Hut which dealt us each a medium supreme pizza and an order of garlic bread with cheese. They didn't seem to care how dirty their customers were, or what they wore at that late hour.

That done, we repaired to Sloat's where Jim put his electric testing meters into the Honda's ignition, but to no avail.

What to do? Kanab is such a small town—no Honda shop. The only town anywhere around that had had a Honda shop was St. George.

"Hey, I just left there this morning. Don't tell me about St. George, after the day I've just had getting away from there." says I.

Says Jim, "Well, we're at the end of our rope here and our friend Bill Broadbent lives in St. George and he knows the ropes there." The reference to rope made my feet and shins ache and my knuckles ooze. Not knowing what else to do, I called his number. "Hello, is Bill there?"

"Speaking. Who's this?"

"Sidney."

"Sidney, where are you?"

"I'm in Kanab at Sloats and I'm broke down."

"What are you on?"

"Honda 600XLR."

"You've got to get over here."

"Oh Jesus, Bill. As much as I like you and miss you, I've had a hard day getting here from there and just the idea of going back so soon ruins my evening."

"Listen, I'll come and get you. It'll take me two hours to get there." (Over the paved route.)

I couldn't think of anything else to do or say so I said, "Thanks, Bill. See you."

Two hours later Bill showed up with his truck and trailer and we were all back in St. George at 4:30 a.m. A few hours after that we were up and at 'em again.

As we pulled into the Suzuki shop's parking lot there was one used bike sitting off to the side of all the new ones. As luck would have it, it was

identical to mine, but a year newer, no doubt with improved electrics. There was no better repository of spare parts this side of American Honda in Gardena, California. It looked mighty good to me.

With 17,000 miles and a reasonable price, I bought it without hearing it run. With Scott's help, Bill and I soon had pirated most of the ignition parts from my new bike and installed them in my dead one. It found life again. To complete the resurrection, we also transplanted the gas tank as the one on my original machine had commenced leaking a bit after the towing crash.

The new bike we took back to Bill's house for safe-keeping and we got all finished just in time to wash clothes, if not to dry them, in time to go out for dinner. Bill never did get to work, he spent all day helping me on the bike.

I put on a wet pair of jeans and my pink Road Kings tee shirt. Bill's wife, Shirley, his daughter, Stephanie, Bill and I piled into his king cab truck and headed out for the Pepper mill in Nevada near Mesquite, Arizona where for \$26 all four of us had all of the roast beef we could eat. All of a sudden things started looking better.

Speaking of steaks, here I am in Torrey, Utah and I just finished a T-bone. It's 10 p.m. Torrey is just northwest of Capital Reef National Park, 12 and a half hours and 278 miles (114 of them on dirt) from Bill's home in St. George. It's been a glorious day, shirt sleeve riding under a warm sun through scenery that keeps me singing "America" to myself as we swing through forests of giant pines, up cliffs and over deserts.

On the off-pavement part we see more mule deer (nine) today than motorists. Tomorrow it's off for Notorn, Sheet's Gulch, McMillan Springs,

Lonesome Beaver, Little Egypt and the northern crossing of Lake Powell.

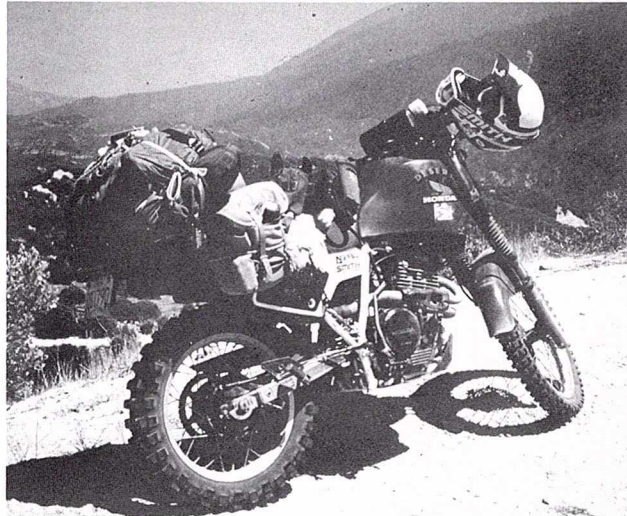
Blanding, Utah, Thursday, August 30th; Breakfast time: Yesterday and the day before involved detours onto pavement. The long-awaited trip along the Burr Trail from Boulder, Utah, to the Bullfrog Road had to be canceled. The road was closed for repair, thusly eliminating that scenic stretch.

I was forced to continue north to Torrey where I spent the night in a rather old-fashioned sort of place, a rustic general store that had three rooms to let upstairs in the back. A motel sign up front implied something more modern—in fact, it was a very old-fashioned approach to lodging and very comfortable.

I left the tiny village of Torrey and ran east through the north end of Capital Reef Park on the pavement. A beautiful, winding, twelve mile stretch which follows a little stream through a gorge bordered by box canyons. The turn to Notorn leads directly to the dirt. A smooth graded gravel road, good enough for your new Cadillac.

In a few miles, the road improved to a rough, stony, pot-holed trail which climbed up into the Henry Range, reportedly the last discovered mountain range in the U.S. And there's gold there.

Forty miles in I came to a camp of deer hunters resting for midday while the deer were abed. Drought has made stalking impossible, even for



Big Bear, California, on the first day. Small wonder I break the luggage racks on most of the bikes I own. Still, it's best to have something with you, if you need it, and I'm always very annoyed to find that I've forgotten something. With this kind of load, a flat tire is a very serious problem, and I seemed to have my share this time.

these ultra-experts who bow hunt for pre-selected particular animals. We discussed the name of this particular one since they didn't have one, but they said he was a giant with marvelous physique. I suggested "Arnie" for Arnold Schwarzenegger. And so he became.

They had passed up numerous large bucks and had had one shot at Arnie but had somehow

misjudged it and missed. While one of these men bow hunts, his partner shadows him with a video camera. These people are serious and dedicated and skillful. They told me to look out for wild bison which inhabit the Henry Mountains. And there are also elk in addition to the mule deer.

We shared a light lunch, they topped off my gas tank, and I motored on up the rocky mountain path to Copper Ridge, at about 10,000 feet of elevation. Though my eyes were peeled for buffalo, Arnie and gold, after 58 miles of glorious switch-back, cliffy road to Copper Ridge and a quick and winding descent once more to the desert, I came to the pavement, the so-called "Bicentennial Highway."

I turned south onto the tar and suddenly realized how hot it was. A cliché word for that kind of heat is "searing." The black tar absorbs the heat and multiplies it so that the air-cooled engine has little to cool it and I feared it would overheat and fail. I later learned it was 104 in the shade. Out there on the road

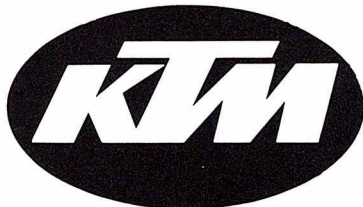
it must have been 140—egg frying weather. Nevertheless the engine ran just fine for the twenty-five miles to Lake Powell and the Hite Marina. It's the only gas, food or water for fifty miles from the north and seventy or eighty to the east at Blanding, Utah; my destination.

There is a dirt route almost direct from Hite Marina to Blanding. It's some hundred miles, the

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first thirty or so being over the desert and the last up onto the mountainous plateau by the "bear's ears." By the time I'd fueled up at 3:30 in the afternoon it was still 104 degrees and I couldn't decide what to do. I naturally wanted to take the dirt route but the hour was late, it was hot, and it was likely that I would run out of fuel before reaching my destination.

On the other hand, the paved route was considerably shorter, and boring, but if I ran out of gas or broke down, someone would come along to assist. It was probable that on the dirt route I wouldn't see a living soul for the entire hundred miles, or two or three days, depending on which took longer.

No one at Hite could tell me the condition of the unpaved route in spite of the fact that its start was less than a mile from the front door of the store. After deliberation I just didn't feel like facing the unknown alone, so I took off down the paved road.

Forty-five miles down the highway, I escaped. At the entrance to Arches National Monument a broom-smooth graded gravel highway sprang



Some of the scenery simply had me singing "America" to myself as I rode along. Flying along, free and footloose on a dirt road is one of the greatest feelings in the world, but it can get awful lonely if you have mechanical problems. The next time I do this trip, I hope to have company along.

off to the right and up to that charming rock formation known as the "bear's ears" which oddly enough looks just like a little pair of folded bear's ears, naturally sculpted in rock many stories high and clothed in pine forest, a cool delightful break from the desert which lay a few hundred feet below. Going up between and

through the ears we dropped back down into a lovely oasis of giant ponderosa pine and spring green meadows. A pleasant 75 degrees. Thirty swinging miles later lies Blanding, near the eastern border of Utah. Almost there, the engine stumbled and I switched onto the reserve, congratulating myself on another wise choice.

Even on reserve the engine ran with a hesitation as if the air filter was clogged. In the desert sandy, dusty conditions sometimes it must be cleaned and re-oiled each day. I made a note to clean it before departure next morning. Twilight fell as I approached Blanding and checked into the Prospector Motel (\$32).

Friday, August 31, 1990: In spite of cleaning and re-oiling the air filter, I didn't get far yesterday. Fifteen miles out of Blanding on the hard road to Monticello, the engine started stumbling again. I got to Monticello, turned left in the center of town and headed east for Colorado. Nearing the outskirts of town, I stopped to check the air filter. Maybe I had put too much oil in it and it was limiting the air that could get to the carburetor.

(Continued on page 36)

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PRO-CYCLE

RMX HANDLING UPDATE

Does it pay to dampen your steering? More and more riders are learning that it does!

By Hank Stankiewicz

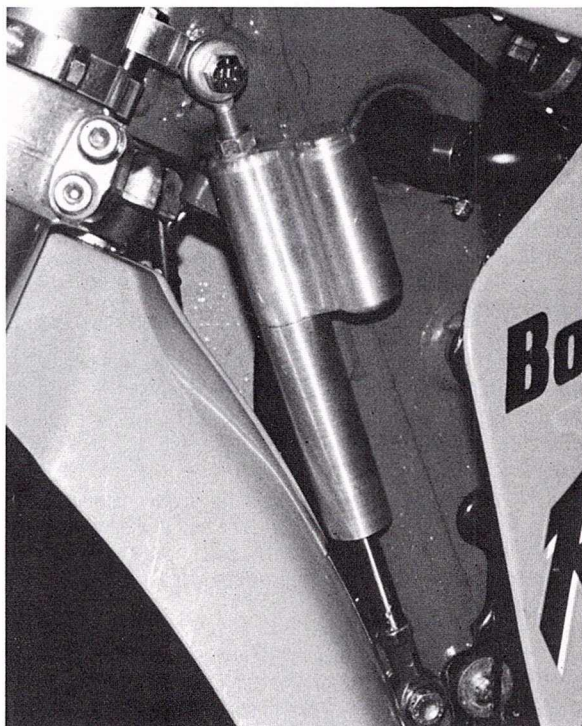
Buying a new scooter for '91? Consider some of the Devol products to help get the most performance and protection money can buy. No, I don't own stock in the company, but I have used many of their products with excellent results. They are all quality pieces.

One of the most important performance products I used on my RMX last year was a sleeper that came from the Devol catalog. In my last article, May 1990, on improving the RMX, I was a little vague on how the Devol directional stabilizer worked. At that time, I had just installed it prior to press time and had only one race to

evaluate it. Devol's claim was no headshake, no arm pump, no bull. At the time, I wrote "Does it work? I'm not sure since I couldn't feel it working. The steering felt the same; it wasn't any harder to turn. The bike didn't shake its head (my last year's one did at warp speeds). Amazingly enough, at the end of the race my arms were not pumped up at all, and I was able to charge for the whole two hours." I also took the overall win at that event; something that was not in the original article.


Well, after using this Devol product for the rest of the season, I'm convinced that it played a most important part in the handling of my bike. How can I be so sure? After several months of riding with the steering stabilizer, I removed it and rode the bike sans the device. My comments at that time cannot be printed in this family-type magazine! Believe me, this thing really works...and is well worth the investment—especially since it can be removed and added to your next year's bike.

Why would a bike need a stabilizer? Ponder this. Most of the bikes used for enduros, hare scrambles and trail riding are basically MXers converted for woods work. In the case of this RMX, sure, there is a heavier flywheel, a two-stage power valve, a wide ratio gearbox and different valving in the forks and shock. But the most important part of the bike—its geometry—remains basically the same as the motocross RM (as does the Yamaha WR 250). Quickness of steering, agility to cut to the inside of a turn, the ability to swallow huge bumps and master sky shots are most desirable in Moto Xers; but these traits



After spending a season riding with the Devol steering damper, I simply won't ride without it. It makes a huge difference!

usually bring with them twitchiness and the dreaded headshake when traveling at warp speeds. This is very undesirable in an enduro/cross country bike, especially when encountering rough terrain on a trail barely wide enough for your bars to clear. Consider also that most Eastern Enduro riders cut their bars to 28-30 inches and the problem gets even worse.

Why does the stabilizer help? I hesitate to say that it slows the steering down because you really can't feel it doing that. What it seems to do is take up excess slack at the most critical part of the steering curve (a few degrees of left or right of center) when traveling at trail speeds. What this translates into in reality is no headshake, no arm pump, no bull. I became convinced when I took it off for a stock test ride. You can rest assured it's back on...for keeps! 



Guess who else rides with a Devol damper. Kevin Bennett whipped everyone in the ECEA, riding a bike that is well known to be a little twitchy. The Devol must be the cure.

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Benefit Ride

'FOR PETE'S SAKE' POKER SCRAMBLES

A fun ride for a good cause

By Perry Hodges, Pictures by Ginnie Knittel

Stafford, NJ 11/25

Thanksgiving is a special day for most of us, but this year the Sunday after Thanksgiving was extra special for long-time Ocean County Competition Rider Pete Benedik.

The reasons for this go back to the Sandy Lane Enduro, in October. Pete was severely injured while competing. As if that wasn't bad enough, after being hospitalized Pete was informed that

his health insurance was no longer in effect. His employer had dropped all his employee's health insurance but failed to notify his employees. Pete found out in the worst way possible.

As his medical bills mounted his situation was made worse by the fact that he was out of work with a family to support. It didn't take much for OCCR to decide to do something to help. On November 25, they held a poker scrambles with all proceeds going directly to Pete.

This could not have come about without the generosity of Lindsay Pirie who gave OCCR permission to use his property for the course. Mt. Holly Yamaha-Honda and Southern Ocean Cycle Center donated dealer awards and Krause Racing/Sidewinder provided gift certificates. Wheels Unlimited and the Peddler both made donations to the cause. The response from these dealers was really great. Heartfelt thanks go out to them from OCCR.

OCCR thanks Glenn Wisniewski from MCI for his help at the event and thanks to all the riders who participated in this special race. Although Pete's worries are far from over, this benefit helped offset a substantial amount of his medical bills.

All the riders are winners in Pete's eyes, but just for the record here's how they placed:



Wally Mollenkopf won the A class, but it's hardly a surprise after watching him all during the ECEA season.



John Logan was the first place winner in the Poker class. Look at those neat, open woods! A big thanks goes to Lindsay Pirie for the use of his property.

A class

1. W. Mollenkopf
2. J. Rogers
3. J. Theurkauf

B Class

1. E. Nijkamp
2. K. Leary
3. L. Wheeler

C Class

1. S. Mason
2. R. Hoover
3. Garaguso

Poker

1. J. Logan
2. S. Campbell
3. S. Both



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HOW TO ORGANIZE A DUAL SPORT RIDE

A step-by-step guide to organizing a successful event

With thanks to Roger Ansel of the American Motorcyclist Association

So you or your club has been interested in this new dual sport phenomenon sweeping the country, eh? Really, there's a lot of appeal to a dual sport event. Using a course that's half public roads really takes the weight off of organizers, who would have to contact innumerable land owners for trail-use permission for an enduro. Also, riders using street-legal, insured machines appeals to local authorities in a big way. Face it, a dual sport is basically easier than an enduro, no doubt about it.

They're also fun, and that's the main appeal. An easy ride, over hill and dale, no massive amount of preparation work for the ride, and no huge repair bills afterwards. If you're sold on the idea, great! And read on, because there's more to putting on a dual sport than you may first guess...but it's still easier than an enduro!

Dual sport rides are activities that use all types of terrain, including roads and off road trails. All riders and machines must be properly licensed for street use. Additionally speed or timing (except when used to cause riders to ride slower) cannot be used as a part of the activity. If you do not use roads and do not have to require licensed vehicles the corresponding AMA off road activity is called a Trail Ride and it must meet the same requirements as any other off-road sanctioned meet.

THIS IS A GUIDELINE ONLY! Circumstances may vary from event to event, area to area and agency to agency. Where the course crosses private or public land, the club/promoter **MUST** obtain permission from the land owner or manager to use that land. This can include utility companies, private land owners, flood control districts, State and National Forest, etc. It is imperative that all of your course be checked out and approved long before the intended ride date. Sometimes an area that you think is "open" is in fact closed for an organized event but may be open for an individual rider. Sometimes you may only have to ask for permission or submit a letter of notification, other times a full permit may be required.

PLANNING

The use of public lands such as the United

States Forest Service and/or Bureau of Land Management areas each require a permit. Do not rely on any one agency to tell you that you are on the other's jurisdiction.

The requests to use these areas generally must be submitted to the controlling agency 90 to 240 days in advance of the event to allow a review of the planned areas for assessment by the individual district(s) involved. We cannot stress how

would be a good idea to keep a minimum 50/50 mix of street and dirt. Use of a "more dirt" event is highly recommended and generally more enjoyable.

Experience shows that mixing the terrain types will allow the riders to have a better choice of ways to go by utilizing "optional" sections. This can be done by having a split in the course, offering more difficult terrain for the more advanced riders. Never assume that all riders are ex-racers and can go over anything put in front of them, or that they never get tired. A course that is relatively easy and uses more road can be longer, conversely, a course that is "harder" or slower should be approximately 100 miles or less a day.

It is also a good idea to grade the overall course and include this in your advertising. A phrase such as "OVERALL EASY COURSE WITH CHALLENGING AND DIFFICULT OPTIONS" will give the riders assurance that this will not be a "survival event," but an event for all to enjoy.

A loop event is much easier to manage than a point-to-point event, and for the most part is more desirable by the entrants. When you have a point to point event you must make provisions to transport the rider's equipment to the finish point and you should also provide a way to return to the start area for those who left other transportation there.

COURSE

Every lay out person will view the course based on their own ability. The following is a guide to help organizers categorize their course and inform the riders of the type of terrain they may encounter:

EASY: Usually pavement, graveled back roads or graded fire roads passable with a pickup truck. This route may contain minor abnormalities and should be passable by all riders.

CHALLENGING: A poorly maintained dirt road. It may include up/down hills of minor difficulty. This will also include easy trails, minor wash-outs, road ruts and short sections of sandwashes or muddy trails. This terrain will be passable by most, possibly at a slower pace. Passengers may have to walk in some parts.

DIFFICULT: For experienced riders who wish



One of the appealing parts of dual sport events is being able to start in any motel or restaurant parking lot—as long as the owner is willing. Local police should also be notified that you are having a road ride that day.

important it is to get your application for an event into these agencies for their review in ample time to make changes if necessary.

Find out all the requirements for submitting an application and be prepared with everything you need. You should include a map with checkpoint areas, fuel stops available, locked/closed gates and direction of travel, etc. Even though you will be using licensed vehicles on public roads for the ride it is still necessary to contact and inform the appropriate local law enforcement agencies.

EVENT AREA TO BE USED

When planning a dual sport event, the terrain, rider skill, course length, type of motorcycle used, scenery and time of year will all play an important part in the overall course layout. It



Modern day dual sport bikes are worlds better than the dual-purpose bikes of old, but remember the machine's limitations when you lay out the course. It is not much fun to wrestle a Cagiva Elephant or Honda TransAlp through a sand whooped section.

to ride quality terrain. May include steeper and longer up and downhill sections. This Trail/Road will lend itself to the ex-competition oriented rider. This course is NOT suitable for beginners and passengers may have to walk some parts.

MOST DIFFICULT: Very experienced riders who wish a fully challenging type of terrain. This is recommended for the more experienced cross country riders who can handle any situation. Difficult for dual sport motorcycles in their stock configuration.

As presented in the AMA Risk Management Workshop, organizers should always point out that the riders must be responsible for their own actions, especially if very difficult sections are offered in the run. If they feel the course may be too difficult for them they should try an easier route or not enter the meet. Make sure the "Statement of Responsibility" has been posted and we also recommend that the poster be read at the rider's meeting. A liability statement needs to be included at the top of the route sheet.

SANCTIONING YOUR MEET WITH THE AMA

All activities sanctioned with the AMA must be applied for by a Chartered club or promoter. Information explaining these options are available on request from the AMA. Contact Nan Vining in the Member Activities Department.

When filling out the sanction application for a dual sport ride, check the "Road Meet" block at the top of the form and include the words "dual sport" on the "Type Of Meet" line. Completely fill in the remainder of the sanction application. Read the disclaimer and sign the application. The sanction fees are listed on the back. Remember, a dual sport run is considered a road meet and will be listed as such. If you are applying for a National event (a minimum of two days) that fee is listed separately under Championship fees. This would come under the "National dual sport/Trail Ride Series" which is coordinated by Roger Ansel, Manager of the Amateur Competi-

tion division.

INSURANCE

Event insurance is available at a minimal cost. The Naughton insurance forms available from the AMA should be marked the same as the top of the Sanction application. A "dual sport" meet is considered a road meet because all riders and machines are street licensed and this non-racing type of meet uses public roads.

At the bottom of the liability insurance form you can list any additional insured parties such as landowners, sponsors, etc.. If you are using government controlled land you must include them as additional insureds. Two of the most commonly used are the Department of Agriculture/United States Forest Service and the Department of the Interior/Bureau of Land Management. Others to be included can be the private landowners, other government agencies, your starting location, sponsors etc. There is no extra

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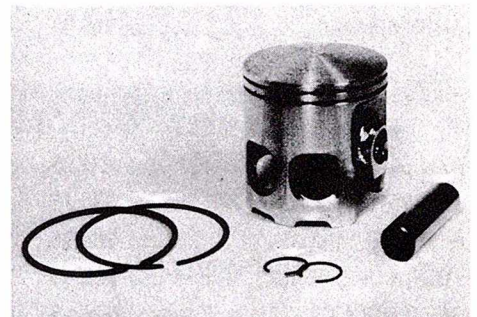
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ADVERTISING

The careful preparation of a flier that reflects the ride is a fairly easy (and effective) way of telling those interested about your event. The use of a personal computer works wonders when preparing a flyer! If your approved sanction application is filed at the AMA office 90 days before the meet, it will be listed in the calendar section of *American Motorcyclist* magazine. District newsletters, motorcycle dealers and direct mail are also good methods of advertising. Another media used for advertising is *Cycle News*. It has a free service that will publish your information. Send the information, so that it reaches their offices in California 4 weeks prior to the meet date. *Trail Rider* magazine also offers advertising space for club-sponsored events, and although it isn't free, it is offered at a 40 percent discount over regular advertising space.

FLIERS

When preparing a flyer for printing you should list all the facts needed by a rider who has no other source of information about your event. Cover everything and have someone else proof it for you.

RECOMMENDED FLYER INSERTS

1. AMA Sanctioned Logo (MANDATORY)
2. Difficulty of event (Easy/Challenging/Difficult/Most Difficult)
3. Start Time: From-To
4. Point to point or loop event
5. Map or directions to the start area and/or finish area

6. Daytime and evening Information phone numbers,
7. Cost: Driver/Passenger, Pre/Post entry etc.
8. U.S. Forest service approved spark arrestors mandatory!
9. Fully street licensed motorcycles Only!
10. Area Traveling Through... "A scenic Ride Through..."
11. Any Sponsor Logo: ie: Shop, Prize Sponsor, Series Sponsor, etc.
12. The complete date with a town and state reference location for the meet
13. Show the minimum mileage between gas available areas.

ROLLCHARTS

There are many ways of telling the riders where the course is and how to find their way through the event. A rollchart or route sheet similar to those used in Enduro competition with all the directional information on it is the easiest and best way to guide the rider. JART and DP Enterprises offers a rollchart service which requires a raw-data input from the organizer and will result in a professional rollchart. For information contact Art Jensen at (714)666-0136 for JART or Damon Powell at (818)886-7194 at DP Enterprises for price quotes. You can produce a rollchart with an IBM-compatible computer. The program and instructions are available from David Weite, 15220 Lotus Garden Dr., Canyon Country, CA 91351; or phone (805) 251-2578. Of course, the old standby of using a typewriter is always an available option.

When creating a route sheet, reset to zero often—at least every 10 to 25 miles. Always reset to zero at the beginning and end of each alternative course option. This allows the riders to take any combinations of options knowing they do not have to recalculate their route sheet or allow for mileage differentials. This will also minimize speedometer error, as true dual sport bikes have odometers that only reset to zero. Using road names in the route sheet and including maps is also helpful. We recommend you use at least two methods of leading riders through the course.

RIDER SOUVENIR

In the operation of an event it is a good idea to have a memento of the event for the entrant and workers. This can be accomplished in many ways. Patches and pins are popular, and are available through many trophy shops and other sources. Camera ready artwork is needed early.

In ordering the ride pins/patches you should allow a minimum of SEVEN (7) weeks for delivery after providing the artwork and placing the order. When ordering, estimate your needs by past events if possible, include the amount of riders and course workers when you order. Other items that are very popular are t-shirts, hats and mementos specific to the area. Some silk screeners offer on-site production. This works out very well as there is no over-production or extra costs to bear by the club/promoter.

EVENT ITEMS

1. AMA membership applications
2. Data recorders
3. Data cards (onion skins)

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4. Bull horn or loud speaker system
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7. Liability posters
8. Course markers (ribbon or arrows)
9. Banners, pennants, manufacturer promotional signs, etc.
10. Rider packages including route sheet, emergency telephone number, course maps etc.

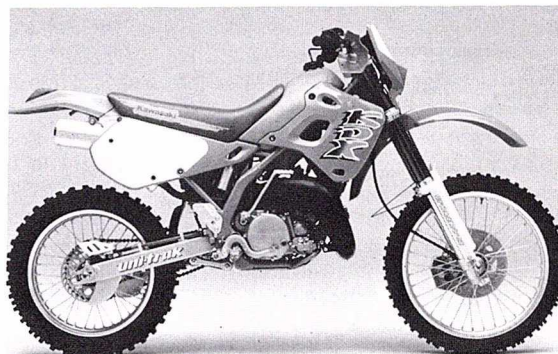
AMA MEMBERSHIP

AMA supports the dual sport events and all motorcyclists. The rider/entrant should be an AMA member. However, if a person is not a member of the AMA, have them print their name and address on the data card entry form and complete sign in the same as everyone else. Non AMA members should not receive discounts and other special incentives that AMA members do.

EVENT PROCEDURES/EVENT OPERATION

1. All motorcycles and drivers must be licensed accordingly.
2. The event can be held on public highways, roads, double- and single-track trails.
3. No speed competition of any type.
4. Poker runs, quiz runs, etc. can be included.
5. Event layout can be point to point or one central location with the ride returning to the starting location.
6. The main course should be passable by any rider who possesses basic riding skills.
7. More difficult alternate course options can also be provided for those riders who wish to further challenge their abilities.
8. Check the riders out and in each day. Have gas stops and/or rest stops along the way checking the riders in and out also. This can help to find lost riders.
9. Each rider should be given a route sheet indicating the course. Additional trail markings, group leaders and useful road and trail maps are other methods used. Try to use at least two methods.
10. A support crew to assist the overall run should be supplied by the promoter.
11. Gas available approximately every 50 miles. The rider must be informed about the minimum distance between gas available.

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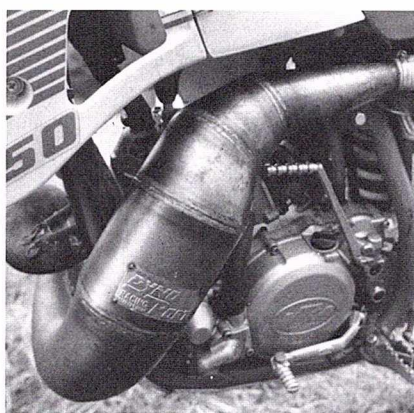
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12. Design the course to allow for a mid day rest stop where the riders can refuel and eat a lunch. If necessary the organizer can provide a trail side lunch.

13. A speedometer calibration check point in the first three to five miles is recommended.

14. Enforce local and AMA noise requirements.

WE RECOMMEND:

Additional activities can be included in the promoter's overall program, i.e., scenic photo tours, or tours of places of interest, quiz runs, poker runs or other activities.

For multi day meets all overnight lay overs should have both camping and hotels available. Spell out the overnight accommodations and who to contact for those reservations if you as the organizer do not supply that service.

AWARDS

Some of the different categories of awards we have heard of at other dual sport events in addition to the quiz run and poker run awards are:

1. Best Expert Rider
2. Best Dressed Rider
3. Most Improved Rider
4. Most Helpful
5. Rookie of the Year
6. Trail Guide and/or Support Crew Member of the Year
7. Bad Luck Award
8. Best Veteran/Senior Rider
9. Best Female Rider

10. Oldest Vintage Motorcycle and/or Rider

These are the type of things you can have awards for at your final get together. Put a little ceremony in the program. This is supposed to be an enjoyable ride with lots of fun and memories. Be creative.

FOLLOW UP

The follow up paperwork for the AMA items such as the referee report, the "onion skin" original (top copy) of the data (recorder) cards, and the AMA insurance releases, must be turned in to the AMA office within 14 days.

Failure to correctly and accurately submit these items within 14 days after the event may jeopardize your acquiring future sanctions from the AMA.

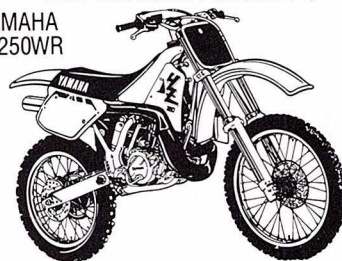
The U.S. Forest Services and/or the BLM may require a post event report be submitted in a timely manner. This requirement is extremely important. If you used markers on the course they must be removed within two weeks or less.

Failure to comply with all requirements may jeopardize your (and maybe other) chances to obtain a permit in the future. Follow up to the event is just as important as securing the initial permit and sanction. Be as accurate and correct in your reporting as possible.

We thank you for the opportunity to assist you in the preparation of a dual sport event. If you have any questions, recommendations, comments or ideas you want to share contact Roger Ansel at the AMA, P.O. Box 6114, Westerville, OH 43081-6114; or phone (614)891-2425.

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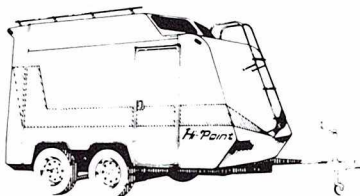
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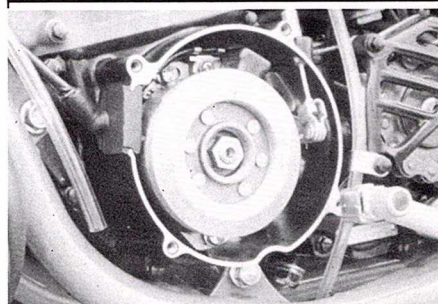
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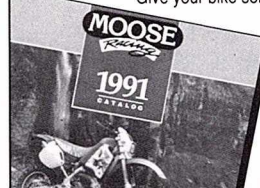


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Sea to Shining Sea

(From page 25)

About the time I had the oily thing in my hands and had all the tools out, another motorcyclist stopped to give me assistance. I described my supposed problem and he gave me some paper towels to help soak up the oil I was squeezing out of the filter. He remarked "You sure picked a good spot to break down." My response was "How's that?" "Well, don't you see that red sign up there on the left?"

I never expected to find a Honda shop in this little town. Mike, on his Suzuki wished me well and went on east to Colorado, leaving me in the good hands of Jim Peterson, Proprietor of Hondaland, Monticello, Utah.

Fussing with the air cleaner provided no cure and after hearing my explanation of the symptoms, Jim Peterson said "that could be anything, try a new plug. I did, no luck. So, working in the shade of a shrub by the side of his shop I took off the carburetors for cleaning. That was ok because, while I had them off I would replace the high speed jets necessary for adequate performance at the higher elevations I would soon climb into.

I put them back in the bike and hooked them up and that provided no fix either. The engine missed and popped worse than ever. It had to be the ignition. So I bought a new spark plug cap from Jim, since they can develop an internal short or leak that's hard to detect. I installed it, put the gas tank back on the motorcycle, took off on another test ride. Happy Birthday. It ran smooth as a mashed potato sandwich, so I replaced the seat, loaded my baggage, paid my bill and headed east into the failing light.

I have learned to accept breakdowns on the road with mixed emotions. Any serious long distance motorcyclist knows enough to expect these things. Particularly when going off road you make sure to carry spare spark plugs inner tubes, tools, extra gas, compressed air bottles (like little CO2 bottles), nuts and bolts, spare chain links so that these common and expected occurrences can be fixed on the spot without help. More serious breakdowns may involve getting parts from somewhere else, in which case, if the bike will roll, you can tow it or push it.

After you've made any repair on the road, even a minor one, great satisfaction is the reward, just to get going again. Many times breakdowns

create circumstances whereby a motorcyclist is put to the mercy of local people and during these times some of the finest experiences of a journey develop. I can't think of ever having been disappointed by the people I've encountered while moving through this world, people who happened to stumble unexpectedly upon me, immobile and needy...except once in Algeria, where I couldn't even get money changed, I couldn't even sell the tools out of my tool kit for enough gas to get me out of there to Morocco. But that's another story.

Silverton, Colorado; Friday, Lunchtime: A good bowl of pea soup and a burger. The ignition isn't fixed after all. The bike ran okay for 60 miles or so and this morning it started cutting out again. What a letdown. I rode with it over Ophir Pass hoping, as if by magic, the misfire would clear. It didn't.

Along the way I saw two motorcycles parked at a vantage point and I stopped and asked if they needed help. It was Mike Cutter and his brother from Durango. They said they didn't need help, but it sounded like I did. So we pulled the plug cap off the wire which seemed to be burned. I cut the end back to good wire and put it back together and we all left.

As we rode along, I tried reaching around under the gas tank between the exhaust pipes to the plug lead and I found that by pulling it a certain way, the misfire would quit and the engine ran smooth again. To say the least this was an uncomfortable position in which to motor, so with the help of the Cutters', we took the bike down and slipped a piece of fuel line right over the spark plug lead to insulate it from the gas tank. End of problem.

I'm gonna finish this hamburger and head up to Engineer Pass, another 13,000 footer, all on dirt of course. It's a little bit rough and there was supposed to be some 500 foot cliffs along the trail. It doesn't really make a hoot to me whether the road drops off three feet, ten feet or two thousand feet or whether there's a vertical wall instead, because I intend to make it a habit to stay on the trail. Well, that's the party line, now I'll tell you the truth. I have acrophobia—fear of heights—and not even off-road riding through the Andes has cured it. But the roads down there, if you want to call them roads, were much more frightening than those in the Rockies. So I keep my eyes on the road anyhow and just motor

through the park.

September 10, 1990, Cheyenne Wells, Colorado: Last week was spent at the Colorado 500 and we're on the road east again, but with a modification in objective. We're not just seeking the off-pavement route, but it's time to seriously think about getting home. We've been out three weeks and it's time to get back.

Until last night the weather has been superb. Dark came early. Half a dozen thunder squalls at once appeared across the plains, the rain streaming down in slanting curtains, sometimes driven by sharp winds that blew us across the road willy-nilly, and commercial trucks roared out of the gloom scaring me right off the road into the nearest motel. I was plenty wet and I got my hot shower—right here at Cheyenne Wells, just a whistle blast from the Kansas border.

After spending the last week cavorting back and forth across the Great Divide a dozen times or more, on the trails of the old prospectors and ore wagons, with 250 other motorcyclists, I went on the pavement and once more crossed the Great Divide at Independence Pass. Independence Pass, now paved, is one of the few places where a motorist in an ordinary passenger car has a chance to see, close at hand, what the back country is really like. I came off Independence and descended the eastern flank of the Rockies. I passed Mount Harvard, Mount Princeton and I left Pike's Peak behind too. They're all 14,000 footers.

Abruptly I was out of the mountains and on to the Great Plains which gradually slope to the Mississippi. The sudden rolling out of the mountains makes me feel like I've made some mistake. It's such a sudden transition. I mourn the loss of the cliffs, the rough stone tracks, the stream beds in the road, the suspension bottoming on rocky steps, the banking of foot pegs on big boulders, the working of the handle bars as you slide around the sandy corners, through the rocks and ruts, wondering what kind of obstacle comes next—be it a stony trough to climb or a flat and quiet ride through a tight woods with giant trees, muddy streams, precipices, trails cut into cliff edges; or the saddle of a pass where one can see ridge after ridge, one by one getting bluer in the distance, some with jagged peaks, some with the thin brown lines of those old trails followed by the fur trappers, the game, the Indians, prospectors and pioneers.



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For me, for now, that's the past. The present is a hard day's ride across this great plain. Kansas lies ahead.

Tuesday, September 10, breakfast time again: Last night we ran 'til midnight. The evening was about 80 degrees. The air was clear, traffic light, and a big half moon was haloed by the clouds. Yesterday, I found a road network that laces Kansas east and west, north and south. If you have patience you can zig-zag your way across the whole state on smooth graded roads. By and by I found the Butterfield Trail. The Butterfield Trail was a wagon road that, before the Civil War, was an important commercial link between Kansas City and Denver. It reaches, in a sagging loop, from its Western terminus down into southern Kansas and up to Kansas City on the Kansas/Missouri border. It's route is well known and, in places, you can follow it. Much of it crosses private land which is fenced. So it is not easily accessible.

The part I found in eastern Kansas runs just south of a particular landmark known as the Pyramids. This is a rather unique set of mini-buttles which seem to be about 40 feet high, which jut up from the plain and look somewhat like Stonehenge when seen from a distance. From them the trail seemed to lead off across the gently undulating plain in an easterly direction. Since I was heading thataway, I went with it.

Soon enough the trace grew faint, two-tracks became one and a few miles on became a cow trail. Soon the cow trail ended with the cows themselves, wallowing in some mud holes by the grade remnants of some long-abandoned ranch

building. The cows were holed up here and there was no trail out, only a fence which I was afraid to follow for fear I would run out of gas before I regained the road.

Along the way, as I had traversed the plain I had noticed some beautiful little purple flowers lying low to the ground. I took a closer look at those beautiful little flowers and saw that they graced the lobes of prickly pear cactus. And I noticed that my front tire bristled like an annoyed porcupine. That made me nervous. Naturally, as I got started again, I could feel the front wheel start to swim. I could feel it getting flatter by the minute as I raced along my backtrack. Wherever that thing would go flat, it would be a long push. So I decided I would just plain ride it out.

I wasn't going to spend my spare tube on that front carcass full of needles. It was impossible to dodge all those prickly pears in the shin-high weeds so I just kept going. And I remembered that when we fitted this new tube back in St. George, my mechanic friend, Scott, had injected some white stuff, touted by the manufacturer as "puncture protection" into the tube.

And now that I'm back on solid ground with pen in hand, I can tell you that I got back to the road safe. That white glop beat the cactus. I got all the way back to Maryland. Those cactus thorns are still stuck through the tube. Reminds me of Paul Bunyon, who had such a tough beard that, instead of shaving it off, he drove his whiskers in with a hammer and bit them off inside. We drove the cactus spines in but we haven't bit them off yet.

By noon I'd crossed only about ten percent of

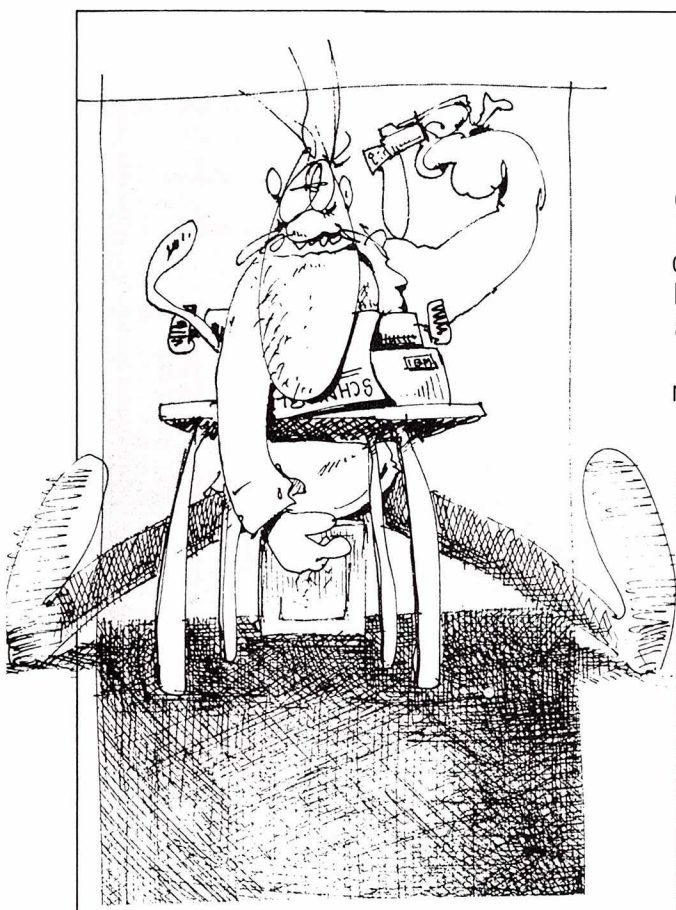
Kansas and was about out of gas when I came upon a road crew with a grader. They cheerfully dumped a spare can of gas into my tank, would accept no reward and sent me on my way.

Reluctantly, I found the interstate and by midnight was all across Kansas to Kansas City. I made 525 miles that day; I was eager to get home. The next day, again on the interstate, 601 miles across Missouri, Illinois, Indiana and half of Kentucky to Winchester, again stopping at midnight.

Mount Storm, West Virginia, Wednesday: Today didn't dawn. The black of night just went to a backlit misty gray. The day was wet, slimy, and uncomfortable. This part of the world is more densely packed, closer to "civilization," and I'm finally out of time for this trip. I head east, down the Appalachian Slope, through Winchester, Virginia, onto the Washington Beltway, across the Bay Bridge and back to home.

Every time I do this, I find new routes, get closer to my goal of linking the east and west with one long, off-highway trail. The best chance of doing it, that I can see, is to come south in Kansas, and then head east through Arkansas and find a line to the Georgia coast. I'm already planning the next trip, and next time I'm not going to do it alone. I still urge anyone with local trail/dirt road knowledge anywhere along a potential east/west route to contact me and we'll compare notes. Until next time, happy trails!

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PHOTO: ROSS WATSON



PHOTO: BURK UZZLE

Name: Burk Uzzle

Occupation: Free-lance photographer

Professional background: "I had a contract with *LIFE* Magazine at age 23 and worked for them for seven years. Then I joined an international agency of free-lance photographers called Magnum. Through them, I free-lanced for magazines around the world and did a lot of annual report work for major corporations. After 15 years, I set up my own operation in Philadelphia. I do a wide variety of photography, including my personal work which winds up in museums and books and so forth. I've gone to Daytona almost every year for 14 years, and many of those pictures are in a book I did last year called *All American*. They were also a fair part of a one-man show of my work in the Philadelphia Museum of Art last year."

Riding history: "My sons wanted horses, but I thought horses weren't any fun and convinced them to get dirt bikes. Pretty soon I was pouring gas for them at races and riding their bikes while they were in school. I didn't get started in dirt riding until I was about 31, but was soon riding

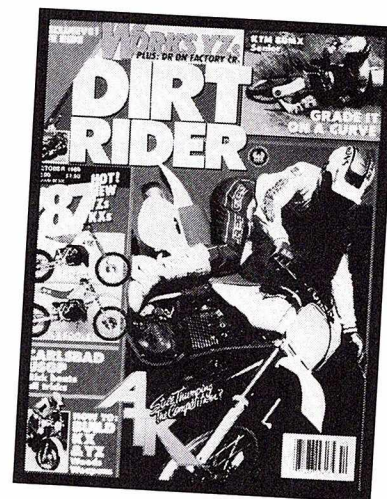
enduros and hare scrambles. I love the sense of exhilaration, being out and being in the woods."

Views on motorcycle photography:

"I've shot some action, including a story for *Sports Illustrated* on racing at Daytona, but I generally do much more of a portrait/people kind of thing. I don't photograph the sport so much as those who people it. They're the friendliest people I've ever met, and they love to be photographed. I find their enthusiasm and warmth is unexcelled."

Favorite photograph: "It's a picture taken in Daytona of a gentleman in an American flag jacket. It was taken one of the first years I was down there, and, in a way, it epitomizes the kind of gleeful audacity with which motorcycle people attack the world. It shows the wonderfully spirited and whimsical attitude about life that they often exemplify."

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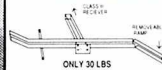
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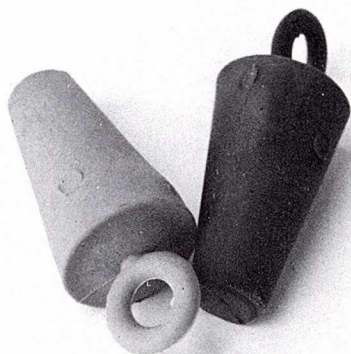
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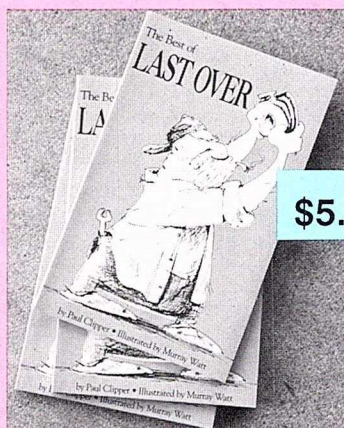
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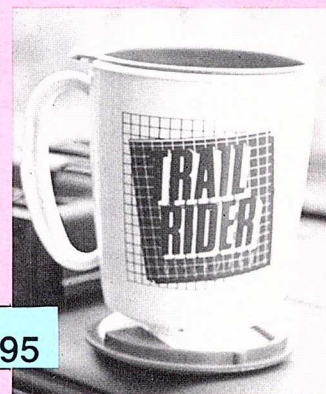
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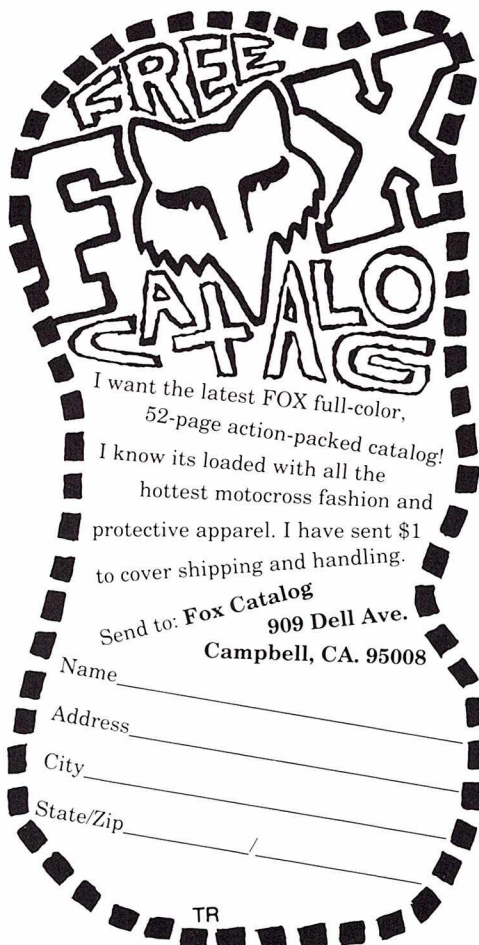
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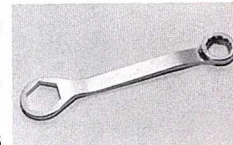
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K-490	130/80x18	\$41.95
K-490	140/80x18	\$44.95
K-595	100/90x19	\$64.95
K-595	110/90x19	\$69.95
K-595	100/100x18	\$59.95
K-595	110/100x18	\$63.95
K-595	120/100x18	\$67.95
K-990	100/90x19	\$51.95
K-990	110/90x19	\$58.95
K-990	80/100x21	\$54.95
K-990	100/100x18	\$40.95
K-990	110/100x18	\$43.95
K-990	120/100x18	\$45.95
K-695	100/90x19	\$56.95
K-695	110/90x19	\$60.95
K-695	100/100x18	\$53.95
K-695	110/100x18	\$56.95
K-695	120/100x18	\$59.95
D752st	300-21	\$52.95
D752st	100/100x18	\$52.95
D752st	110/100x18	\$56.95
D752st	120/100x18	\$59.95
D752st	100/90x19	\$56.95
D752st	110/90x19	\$59.95
D752st	120/90x19	\$64.95

TUBES

Metzeler H-D Tubes	\$14.95-\$16.95
Cheng Shin Tubes	\$6.95
H-D Red Tubes	\$8.9

METZELER

MX	3.00x21	\$50.95
MX	3.25x21	\$54.95
MX	4.00x18	\$56.95
MX	4.50x18	\$56.95
Multi X	4.10x14	\$35.95
Multi X	4.50x17	\$61.95
Multi X	4.50x18	\$64.95

CHENG SHIN

C-755 (Metz copy)	4.10x14	\$22.95
C-755 (Metz copy)	4.60x17	\$30.95
C-755 (Metz copy)	5.30x17	\$36.95
C-755 (Metz copy)	4.10x18	\$26.95
C-755 (Metz copy)	4.60x18	\$32.95
C-755 (Metz copy)	5.30x18	\$37.95
C-755 (Metz copy)	3.00x21	\$23.95

IRC

M5B-ST	120/80x18	\$41.95
M5B-ST	130/80x18	\$48.95
M5B-ST	140/80x18	\$52.95
VE-32	300x21	\$31.95
VE-33	110/100x18	\$42.95
VE-33	510x18	\$47.95
VE-33	510x17	\$45.95
M5B-st	100/90x19	\$49.95
M5B-st	110/90x19	\$53.95

ANSWER

AlumiLite Bars (colored)	\$53.95
Chromoly Bars	\$32.95
AlumiLite Bars (w/pad)	\$53.95
Oval Silencer	\$54.95
Oval S.A. Pro	\$74.95
Roost Boost	\$49.95
VFC Silencer	\$76.95
AC3 Chest Protector	\$89.95

AG330 PLASTICA ITALIA

Elba Headlight #Plate	\$32.95
Baja Rear Fender	\$30.95
Mx Rear Fender	\$15.95
Baja Front Fender	\$15.95
Mx Front Fender	\$15.95
Disc Guard	\$18.95
Front Fender Brace	\$13.95

CHAINS

RK		
520x120 O-Ring	\$45.95	
Tsubaki		
520x120 QR Pro	\$29.95	
520x120 O-Ring	\$55.95	

AXO

Turbo RC Boots	\$189.95
Series 125 Pants	\$129.95
Series 100 Pants	\$89.95
Comp 2	\$29.95
#36 Gloves	\$31.95
#21 Gloves	\$24.95
Superbelt Plus	\$31.95
Pentagon Chest Pro.	\$109.95
AXO Socks	\$12.95

GOOGLES

Scott 87 (Over Glasses)	\$18.95
Scott 89 (Lexan Lens)	\$17.95
Scott 109	\$19.95
Smith SMX - CMX	\$17.95
Smith SMX w/roll-offs	\$36.95
Roll-offs for Scott/Smith	\$26.95
Smith Refills 25+4 pack	\$ 8.95
Quick Strap	\$12.95

THOR

Mach 5	\$89.95
Tool Tech bag	\$32.95
Bunsaver II	\$22.95
Elbow Guards	\$18.95
Shock	\$85.95

OREAL U.S.A.

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Bullet Pants	\$105.95
Bullet Jersey	\$31.95
Bullet Gloves	\$30.95
Rok-Blok	\$89.95
Rok II	\$36.95

MS RACING

MS Stage I Pants	\$79.95
MS Gore-Tex Pants	\$145.95
MS Gore-Tex Jacket	\$153.95
MS Pro Comp Jersey	\$22.95
MS Pro Comp Gloves	\$22.95
MS Enduro Pro Gloves	\$26.95
MSR Pants	\$125.95
MSR Jerseys	\$19.95

E.B.C. BRAKES

Disc Brakes (All Bikes) \$19.95

Boyesen

From \$8.95 to \$27.95

ENDURO Accessories

Hi Point Card Holder	\$8.95
Genuine Bark Buster	\$39.95
Tire Irons	\$3.95
Safety Wire Kit	\$14.95
Plug Protector	\$2.25

SPROCKETS

7075-T6 Aluminum	
38T-45T	\$27.95
46T-49T	\$29.95
50T-57T	\$33.95

BOOTS

Alpinestar Tech IV Boots	\$199.95
Alpinestar Tech I Boots	\$169.95

HELMETS

Bell Moto 5	\$189.95
Arai MX Pro Solid	\$179.95
Bieffe BX-6	\$95.95

ANCRA

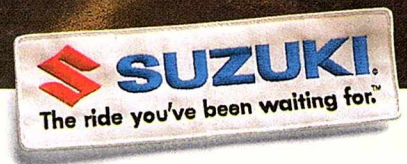
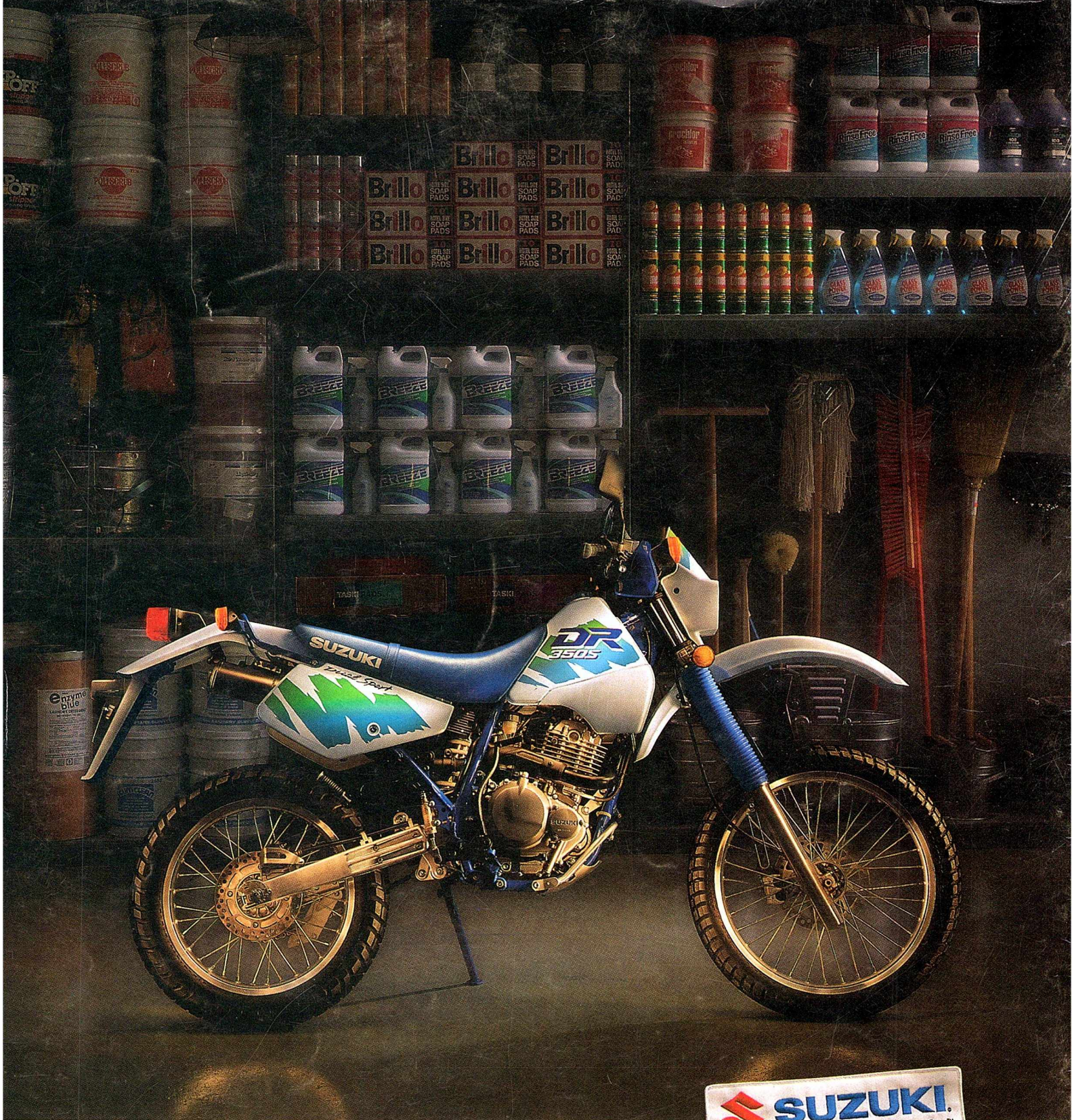
Blue Tiedowns	\$13.95
Red Tiedowns	\$16.95



SALES • PARTS • SERVICE

ATK Accessories

Skid Plate	\$59.95
Rear Brakes	\$18.95
S.A. Pro Silencer	\$74.95
Roost Boost	\$49.95
Bike Shoe (Alum.)	\$84.95
Kick Stand (Alum.)	\$55.95
90 ATK Brakes	\$32.95



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